V00309 001
790921-791206 AGENDA/MIN
197912

OPERATION & WORKS COMMITTEE MG.0

025

20 03 50 DQ

PUBLIC WORKS COMMITTEE
SEPT. 21st to DEC. 6th 1979

CITY OF MISSISSAUGA
RETURN TO CENTRAL RECORDS
BOX LABEL

-V00309-

LOCATION LABEL

-98080202-

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, DECEMBER 6, 1979; 7:30 P.M.

COMMITTEE ROOM 'A'

Chairman:	Councillor K. Dear
Vice-Chairman:	Mr. P. Carlson
Members:	Councillor L. Taylor Councillor F. Hooper Councillor R. Starr Councillor S. Mahoney Mr. R. B. Martin Mr. B. Belford Mr. F. Dale Mr. A. Nemetz

Prepared by:	Clerk's Department
Date:	December 3, 1979

COUNCILLORS AND COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA

INDEX, PUBLIC WORKS COMMITTEE AGENDA, THURSDAY, DECEMBER 6, 1979

ITEM #	FILE #	SUBJECT MATTER
1.	120-79 84-79	Storm Sewer Oversizing
2.	T-78047 T-77049 T-79009 OZ-83-75 P.C.C.#130	Wilcox Road and Meadows Boulevard Reconstruction
3.	18-79	Confederation Parkway - Dundas Street to Burnhamthorpe Road
4.	86-79	Speed Limit - Tomken Road between Runningbrook Drive and 152 Meters South of Homerick Drive
5.	139-79	Summary of Unfinished Business

ITEM 1 CONTINUED .....

General Committee, at its meeting on October 31, 1979, at the request of Councillor Starr, referred this matter back to the Public Works Committee for further consideration.

Files: 120-79; 84-79

DIRECTION REQUIRED

2. Report dated October 26, 1979 from the Commissioner of Engineering and Works regarding the reconstruction of Wilcox Road and Meadows Boulevard by the Developers, Dunbourne Holdings - T-77049 and Heldar Holdings - T-79009. The Developers have indicated that such a condition will impose too great a financial burden. In his report, Mr. Taylor indicates that his department has reviewed this condition, in consultation with the Developers, and is now prepared to recommend:

"That the following developments - Dunbourne Holdings - T-77049, Heldar Holdings - T-79009, Sylco - OZ-83-75, Whitehall Developments - T-78047, U.F.B. - OZ-83-75 and Fleming Block - P.C.C. #130 - not be permitted to proceed until the following occurs:

a) Funds to re-construct Wilcox Road have been provided in the current year Capital Budget, and/or the developers have provided funds for same, or a combination thereof.

b) That Meadows Boulevard has been constructed from the west limit of Dunbourne Holdings lands to Wilcox Road by Dunbourne Holdings, Heldar Holdings, and Pidutti, and from Wilcox Road to Cawthra Road by U.F.B. and Sylco.

Files: T-78047; T-77049; T-79009; OZ-83-75; P.C.C.#130

RECOMMEND ADOPTION

3. Report dated November 30, 1979 from the Commissioner of Engineering and Works regarding a Functional Study prepared by Morrison, Hershfield, Burgess and Huggins Limited, Consulting Engineers, for the construction of Confederation Parkway from Dundas Street West to Burnhamthorpe Road West. Copies of this report are attached to the agenda for Committee members only.

   The alignment proposed in this Study conforms very closely to the Secondary Plan alignment and is acceptable to both the City of Mississauga and adjacent developers. The estimated cost of this road construction, including the underpass, is $5,940,000.00 and the estimated cost of the grade separation alone is $2,000,000.00 This project is included in the 1981 Capital Budget, with all costs to be covered by adjacent land developers.

   At the present time, satisfactory arrangements have been made with the developers of the Matthews lands as part of their "Big Three" Agreement. It is, therefore, recommended:

   a) That the alignment of Confederation Parkway as shown in Figure 6 of the Functional Study prepared by Morrison, Hershfield, Burgess & Huggins Limited, Consulting Engineers, be accepted and be used for all planning work in the Dundas-Fairview Secondary Plan and Core areas.

   b) That satisfactory financial arrangements be agreed upon with all land developers in the Core and Dundas-Fairview Secondary Plan Areas with respect to the cost of construction of Confederation Parkway from Dundas Street West to Burnhamthorpe Road West and the Canadian Pacific Railway grade separation.

   c) That upon completing the satisfactory financial arrangements, an application be made to the Canadian Transport Commission for approval of a grade separation of the proposed Confederation Parkway and the Canadian Pacific Railway with all costs to be covered by the City of Mississauga.

   Files: 18-79; 33-79A

   RECOMMEND ADOPTION

4. Councillor R. Skjarum has requested that the Committee be notified that Council, at its meeting held on November 5, 1979, passed By-law 853-79, a by-law to amend the Traffic By-law #444-79, as amended, of the City of Mississauga and to increase the speed limit on Tomken Road between Runningbrook Drive and a point 152 meters south of Homerick Drive. This by-law was placed on the Council agenda at the request of Councillor Skjarum, who has

ITEM 4 CONTINUED .....

subsequently requested that this by-law not be forwarded to the Region of Peel for approval as it appears that a number of residents in Ward 3 are concerned about this change and Councillor Skjarum wishes to hold a meeting with the Ratepayers Association prior to determining whether this by-law should be repealed or forwarded to the Region of Peel for final approval. This item is placed on the agenda for the Committee's information only and no recommendation is required.

File: 86-79

5. Summary of Unfinished Business relating to the Public Works Committee as of November 30, 1979.

File: 139-79

RECOMMEND RECEIPT

City of Mississauga

MEMORANDUM

FILE REFERENCE: 14 111 00001
16 111 77096
11 141 00039
12 261 00009

Chairman and Members of the
Public Works Committee

From William P. Taylor, P. Eng.

Dept. Engineering and Works

September 28, 1979

SUBJECT: Storm sewer oversizing.

ORIGIN: Letter from Allan C. Randles Limited dated September 6, 1979 - copy attached.

COMMENTS: The attached letter refers to the problem of the small developer providing storm sewer oversizing in a development.

We would draw Committee's attention to the fact that it is the policy of the City of Mississauga, and has been for many years, to make downstream development responsible for having capacity through their lands for the future ultimate development of upstream lands which are in their natural drainage area.

At the present time this department has not been taking to Council for cost-sharing storm drainage systems which have been designed to take outside drainage where the pipe is less than 60" in diameter. In addition, we will not take to Council for cost-sharing any storm sewer greater than 60" in diameter which drains solely a particular developer's lands.

We are suggesting, therefore, based on the letter submitted by Mr. Randles, that the Public Works Committee recommend to Council that they will not consider cost-sharing of a storm sewer if it is less than 60" in diameter and also drains lands outside of a development, or for a storm sewer of 60" in diameter or greater which drains only the particular lands of a developer. If a developer is going to request City participation in over-sizing, he will be required to request same prior to draft plan approval. Such request should be made in writing to the Commissioner of Engineering and Works prior to approval of a draft plan.

RECEIVED
REGISTRY No. 1700
DATE OCT 1 1979
FILE No.
CLERK'S DEPARTMENT

continued....

1.9

Chairman & Members of the Public Works Committee - continued

RECOMMENDATIONS:

1 - That the Public Works Committee re-confirm it is the City's policy that developers be responsible to include in their storm sewer design all lands which naturally drain through their lands unless otherwise approved by City Council.

2 - That the Public Works Committee recommend to Council that the City does not participate in cost-sharing for storm sewers which drain lands of more than one developer if the size is less than 60" in diameter.

3 - That the Public Works Committee recommend to Council that the City not consider participation in any storm sewer which drains lands of only one developer.

4 - That developers requesting cost-sharing as outlined in Recommendations No. 1 and 2 be required to make application in writing to the Commissioner of Engineering and Works for cost-sharing prior to draft plan approval being requested.

William P. Taylor, P. Eng.,
Commissioner.

WPT.mh
c.c. E. M. Halliday,
All Commissioners,
J. R. Beilby.

TELEPHONE (416) 826-3707

ALLAN C. RANDLES LIMITED
CONSULTING ENGINEER
206 QUEEN STREET SOUTH
STREETSVILLE, ONTARIO L5M 1L3

A. C. RANDLES, B. A. Sc., P. Eng.
PRESIDENT

1.b

September 6, 1979

Chairman and Members,
Works Committee,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.

Dear Sirs:

Re: Storm Sewer Oversizing for External Drainage in New Plans of Subdivision.

We have experienced considerable difficulty with recent engineering submissions in which we have requested consideration on behalf of the developer for the over-sizing of storm sewers to accommodate upstream lands.

These developers are processing plans of subdivisions on small parcels of land in compliance with the official plan and by-law 5500. In other words, no re-zoning is required.

These developers are also paying the "John Doe" levies, cash in lieu of parks, additional levies as contributions for up-grading local roads, etc, etc.

We have recently been informed that the City's policy is not to credit the developer with over-sizing for external areas unless his initial pipe size at the up-stream end of his subdivision is 60" in diameter or greater. At a gradient of 0.50% a pipe of this size could provide drainage for approximately 140 acres of residential development upstream.

... 2 ...

ALLAN C. RANDLES LIMITED
CONSULTING ENGINEER

TELEPHONE (416) 826-3797

1·C

Chairman and Members,
Works Committee

Re: Storm Sewer Oversizing in New Plan of Subdivision

Date-September 6, 1979

Page: (2)

A policy as serious as this should be enshrined in a Council resolution and we have seen no evidence of such documentation.

We feel strongly that the small developer, paying " John Doe" levies, cash in lieu of parks and many other miscellaneous charges should be given consideration for over-sizing his internal storm sewers. The small developer does not control the housing market in Mississauga but does offer a viable alternative to the mass-produced accomodation, not only in architechtural design, but also in location and cost.

We trust you will give serious consideration to the fore-going and the adverse effect it is having on the small developer who must compete with the major land holders in Mississauga, but at the same time must pay the "John Doe" levies.

Should the committee require further information or specific data we should be happy to supply it.

Yours very truly,

A.C. Randles

Allan C. Randles, P. Eng.

ACR/ad

c.c. Mayor McCallion.

1.d

1.5 THE CONTRACTOR

Only contractors recognized and approved by the Commissioner of Engineering and Works may undertake work on service installations.

1.6 STANDARDS AND MAINTENANCE

All work must be carried out to the satisfaction of the Commissioner of Engineering and Works, or his representative.

All work must be done in accordance with the ordinances, specifications and by-laws of the City of Mississauga.

All work constructed shall be guaranteed for such period of maintenance as required hereinafter.

1.7 SERVICING REQUIREMENTS IN A SUBDIVISION

1.7.1 Sanitary Sewers

Sanitary sewers designed and constructed in accordance with the most recently revised specifications of the Region of Peel shall be required in all residential subdivisions. All sanitary sewers shall be designed in such a manner and be of adequate size and depth to provide for the servicing of adjacent lands where so required by the Regional Commissioner. A lateral sewer connection from the sewer main to the edge of the road allowance shall be constructed for each lot or building block in the plan of subdivision.

All sanitary sewers shall be guaranteed for a minimum period of one year after preliminary inspection approval by the Region, but shall not be released from the maintenance period until at least the base course of asphalt has been constructed on all roads within the subdivisions. All above ground sewer appurtenances shall be maintained until final acceptance of the subdivision.

1.7.2 Storm Drainage

Storm sewers designed and constructed in accordance with the most recently revised specifications of the City Commissioner of Engineering and Works shall be required on every street within all plans of residential subdivision. All storm sewers shall be designed in such a manner and be of adequate size and depth to provide for the development of all lands lying upstream within

1.e

1.7.2 Storm Drainage continued ...

the watershed and/or to provide for the drainage of such areas as may be designated by the City Commissioner. All storm drainage shall be conducted to an outlet considered adequate in the opinion of the Commissioner of Engineering and Works.

Any channel improvements, bridges, culverts and all other drainage structures or improvements shall be designed and constructed in accordance with drawings and specifications and approved by the Commissioner of Engineering and Works and other applicable organizations such as the M.T.C., C.V.C.A., M.N.R., etc.

A lateral sewer connection from the sewer main to the edge of the road allowance shall be provided for each lot or building block within the plan of subdivision.

All storm sewers shall be guaranteed for a minimum period of one year after the City has issued preliminary inspection approval of all the storm sewers. The storm sewers, however, will not be released from the maintenance period until preliminary above ground approval has been granted for the subdivision. All above ground storm sewer appurtenances shall be maintained until final acceptance of the subdivision.

Channel works (including headwall structures) shall be maintained until final acceptance of the subdivision.

1.7.3 Watermains

Watermains and appurtenances shall be constructed on all streets within the plan of subdivision and shall be designed and constructed in accordance with the most recently revised specifications of the Region of Peel.

A separate water service connection shall be provided to the street line to each lot or building block within the plan of subdivision. Water services shall be constructed in accordance with the most recently revised specifications of the Region of Peel.

All watermains, appurtenances and services shall be guaranteed for a minimum period of one year after preliminary inspection approval by the Region of Peel, but shall not be released from the period of maintenance until preliminary above ground approval has been granted for the subdivision. All above ground appurtenances shall be maintained until final acceptance of the subdivision.

FILE REFERENCE: 16 111 73028
16 111 79059
16 111 78089
16 111 77086
11 121 75083
11 141 00039

RECEIVED
REGISTRY No. 3337
DATE NOV 9 1979
FILE No.
CLERK'S DEPARTMENT

2.

Chairman and Members of the
Public Works Committee

William P. Taylor, P. Eng.
Engineering and Works

October 26, 1979

SUBJECT: Wilcox Road and the Meadows Boulevard.

ORIGIN: Engineering and Works Department.

COMMENTS: Attached are previous reports prepared and submitted to the Public Works Committee, which have been referred back for further review due to the fact that the developers have indicated the previous recommendations would create too heavy a financial onus on them.

We have, therefore, reviewed our conditions with respect to Dunbourne Holdings and Heldar Holdings with Mr. David Williams of Planning Management, and we would suggest that it would be reasonable to require those developers to pay the cost of re-constructing the Meadows Blvd. from Wilcox Road to the west limit of Dunbourne Holdings lands. However, it would appear that the developers are not prepared to construct the Meadows Blvd. from Wilcox Road to Cawthra Road and, further, it has been indicated that they feel the cost of this construction should be borne by Sylco and U.F.B.

With respect to Wilcox Road, Dunbourne Holdings and Heldar Holdings do not wish to pay for any of the cost of re-constructing Wilcox Road. In our previous reports we have suggested that Wilcox Road from Burnhamthorpe to Rathburn Road be constructed by development still to occur on the east side of Wilcox Road south of Rathburn Road, and that the City be responsible for Wilcox Road from Rathburn Road to the Meadows Blvd. Further, we suggested that all of the developers north of the Meadows Blvd. be responsible for Wilcox Road in that area.

RECOMMENDATION: That the following developments - Dunbourne Holdings, Heldar Holdings, Sylco, Whitehall Developments, U.F.B. and Fleming Block - not be permitted to proceed until the following occurs:-

a) Funds to re-construct Wilcox Road have been provided in the current year Capital Budget, and/or the developers have provided funds for same, or a combination thereof.

continued.....

2-a

Chairman and Members of the
Public Works Committee - continued

RECOMMENDATION: (continued) b) That Meadows Blvd. has been constructed from the west limit of Dunbourne Holdings lands to Wilcox Road by Dunbourne Holdings, Heldar Holdings, and Pidutti, and from Wilcox Road to Cawthra Road by U.F.B. and Sylco.

WPT.mh
c.c. E. M. Halliday,
All Commissioners,
J. R. Beilby.

William P. Taylor, P. Eng.,
Commissioner.

City of Mississauga

MEMORANDUM

FILE REFERENCE: 11 141 0003
T-79009 16 111 7905
T-77049 16 111 7808
16 111 7708
11 121 7508

2.b

To Chairman and Members of the
Dept. Public Works Committee

From William P. Taylor, P. Eng.
Dept. Engineering and Works

Det'd July 5/79
File Agenda
Item 2b, Item 1
Deferred until
Sept/79

July 3, 1979

SUBJECT: Development adjacent to Wilcox Road.

ORIGIN: Engineering and Works Department.

COMMENTS: The following recommendations were deferred at the June 20th and June 27th meetings of General Committee:

"(a) That the reconstruction of Wilcox Road from Burnhamthorpe Road to the Meadows Boulevard be included in the 5-year Capital Budget for construction within one year of the date of registration of proposed plans of subdivision T-79009 and T-77049.

(b) That Heldar Holdings and Dunbourne Holdings be required to pay the City the full cost of reconstructing Wilcox Road from the Meadows Boulevard to the 403 and the Meadows Boulevard from the west limit of the plan of subdivision to Cawthra Road."

We would advise Committee that subsequent to the Public Works Committee Meeting of May 25, 1979, when the above noted recommendations were approved by Public Works Committee, this matter was deferred at the request of Mr. D. Williams of Planning Management for further consideration.

As a result of this, and as a result of further development proposals on the Whitehall lands at Wilcox and Burnhamthorpe, and Sylco and U.F.B. lands at the Meadows and Wilcox, we again suggest that no further development take place in this area until Wilcox Road has been constructed from Burnhamthorpe to the 403. In addition, we are suggesting that the construction of the Meadows Boulevard from the west limit of Dunbourne Holdings lands to Cawthra Road be carried out at the expense of Dunbourne Holdings, from the west limit of Dunbourne Holdings lands to Wilcox Road, and from Wilcox Road to Cawthra Road at the expense of Sylco and U.F.B.

continued....

2.C

Chairman and Members of the Public Works Committee - continued

RECOMMENDATIONS: 1 - That the following plans of subdivision not be serviced or registered until Wilcox Road is shown in the current year Capital Budget from 403 to Burnhamthorpe Road : -

Dunbourne Holdings, Heldar Holdings, Whitehall Development, Sylco and U.F.B.

2 - That it be recommended that Wilcox Road be included in the 1980 Capital Budget between 403 and Burnhamthorpe with the cost to be paid as follows:-

(a) From 403 to the Meadows - the cost to be shared by Heldar Holdings, Dunbourne Holdings, Sylco and U.F.B.

(b) From the Meadows to Rathburn Road - the cost to be paid by the City.

(c) From Rathburn Road to Burnhamthorpe Road - the cost to be paid by Whitehall Developments.

3 - That the Meadows Boulevard, from the west limit of Dunbourne Holdings lands to Cawthra Road be reconstructed to current standards at the expense of the developers - Dunbourne Holdings, Sylco and U.F.B. and Heldar Holdings.

William P. Taylor

William P. Taylor, P. Eng.
Commissioner.

WPT.mh
c.c. E. M. Halliday,
All Commissioners,
J. R. Beilby.

City of Mississauga

MEMORANDUM

FILE REFERENCE: 11 141 00039
16 111 79060
16 111 78089

P. W. Sub. May 15/79.
2.d

To Chairman and Members of
Dept. Public Works Committee

From William P. Taylor, P. Eng.
Dept. Engineering and Works

P. W. Agenda May 22/79 Item 22

May 15, 1979

SUBJECT: Proposed Draft Plans of Subdivision from Meadows Boulevard to 403 - east side of Wilcox Road.

ORIGIN: Engineering and Works Department.

COMMENTS: We are presently being asked to prepare comments for the Planning Department for the lands on the attached sketch.

For Committee's information the Meadows Boulevard from the west limit of the plan of subdivision to Cawthra Road is a two-lane, unimproved, ditched street and Wilcox Road is in the same condition adjacent to the Wilcox Road plans of subdivision but extends to Burnhamthorpe Road.

This matter was discussed at considerable length in our 1979-83 Capital Budget discussions and we recommended against inclusion of Wilcox Road from Burnhamthorpe Road northerly due to the fact that development at that point appeared to have come to a halt and we felt this road was satisfactory to serve the existing needs.

However, as can be seen from the attached sketch these new developments are dependent solely upon the Meadows Boulevard and Wilcox Road for access and we are, therefore, suggesting that Committee and Council should decide whether or not these lands should proceed before these two streets have been upgraded.

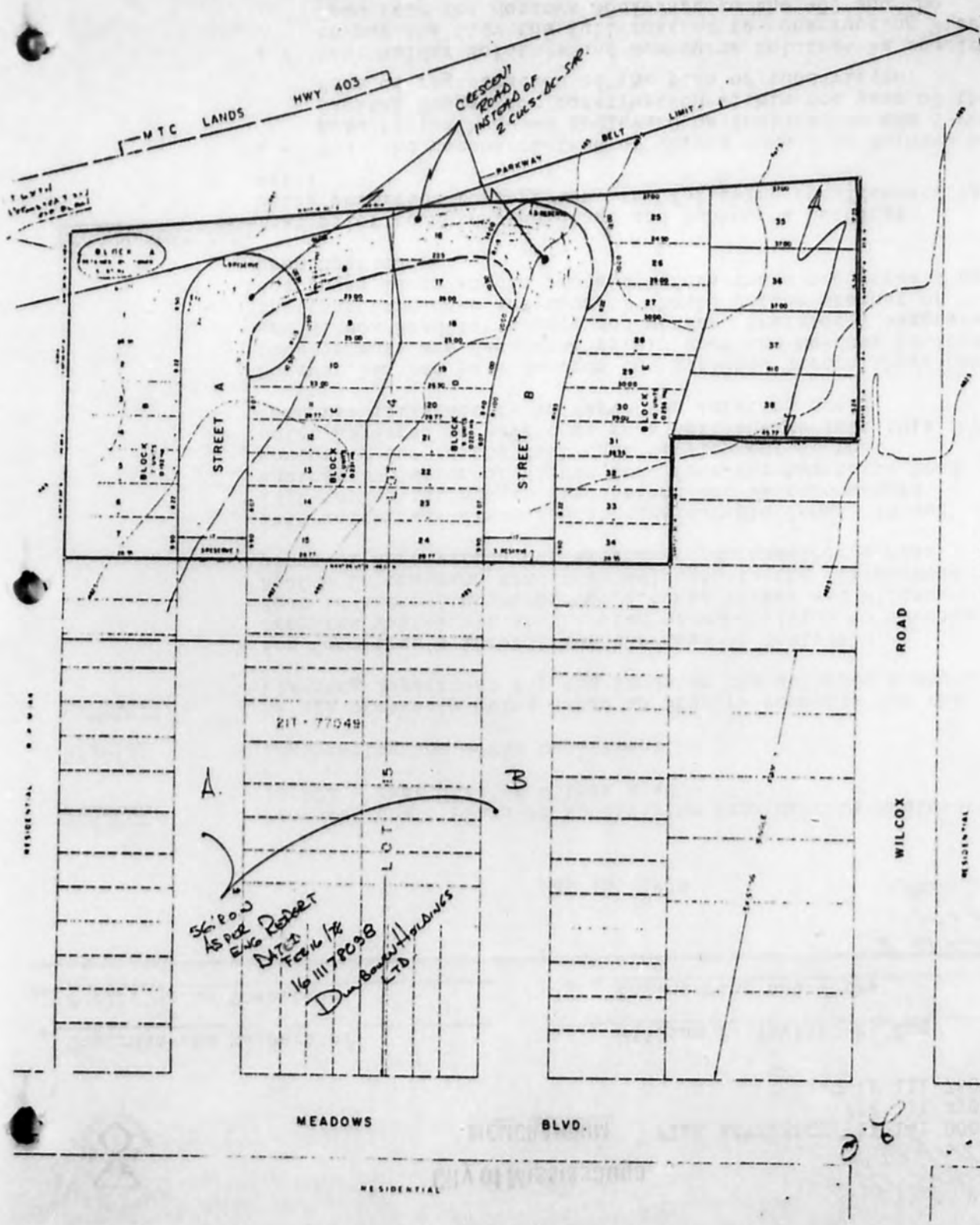
RECOMMENDATIONS: That prior to Heldar Holdings and Dunbourne Holdings being permitted to register, the following requirements be met:-

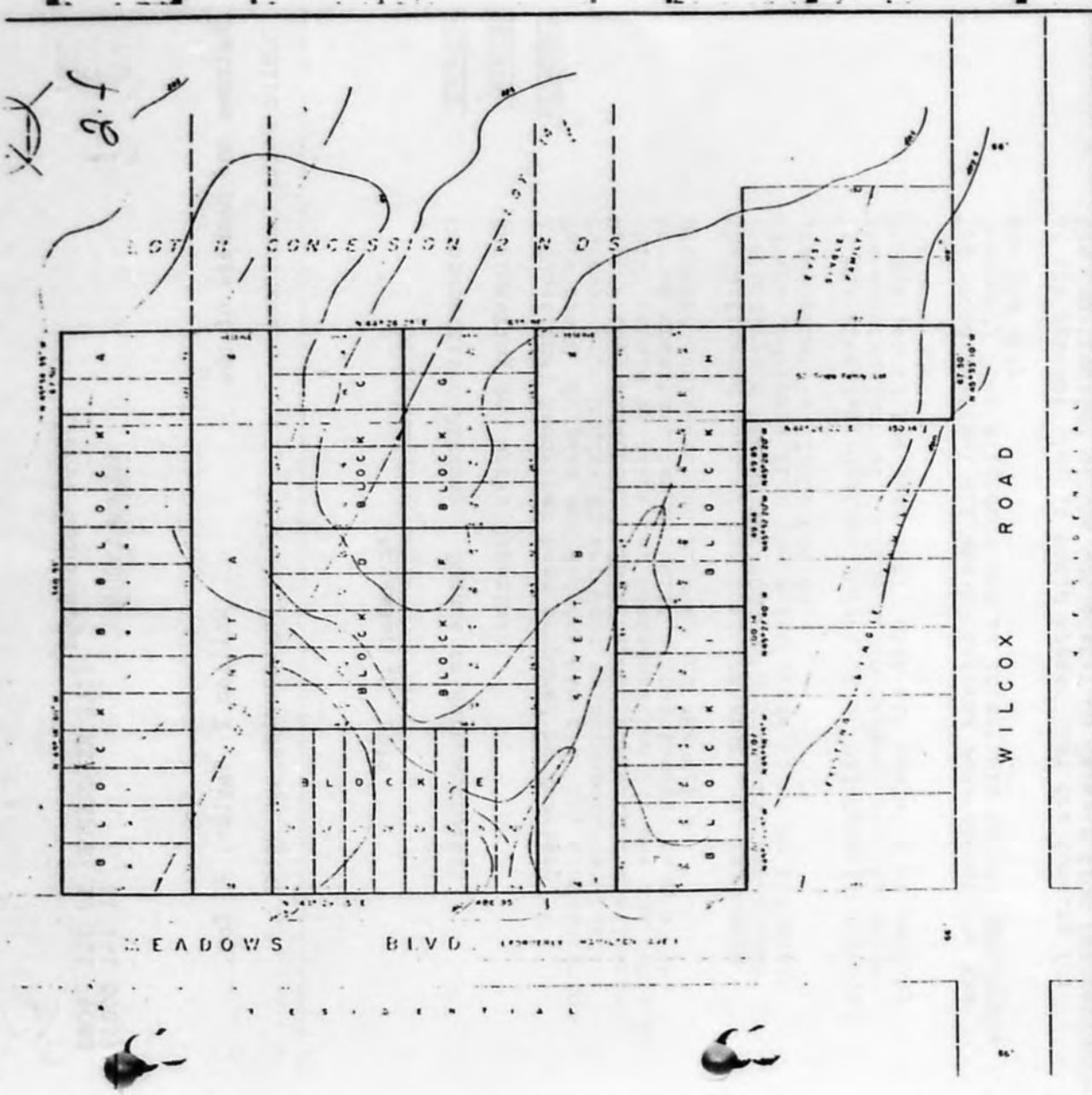
1 - That the reconstruction of Wilcox Road from Burnhamthorpe Road to the Meadows Boulevard be included in the 5-year Capital Budget for construction within one year of the date of registration of the plan of subdivision.

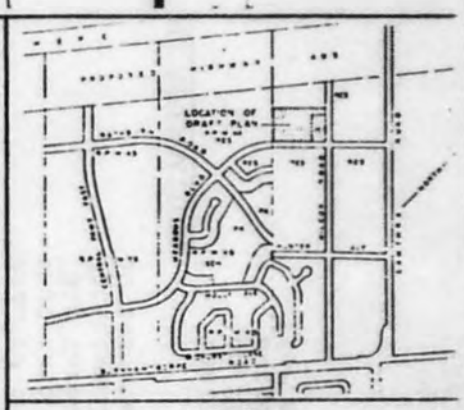
2 - That Heldar Holdings and Dunbourne Holdings be required to pay the City the full cost of re-constructing Wilcox Road from the Meadows Boulevard to the 403 and the Meadows Boulevard from the west limit of the plan of subdivision to Cawthra Road.

William P. Taylor

WPT.mh
c.c. E. M. Halliday


MTC LANDS
HWY 403
CRESCENT ROAD INSTEAD OF 2 CULS-DE-SAC
PARKWAY BELT LIMIT
BLOCK A
STREET A
BLOCK C
BLOCK D
STREET B
BLOCK E
LOT 14
LOT 15
211 - 77049
A.
B
WILCOX ROAD
RESIDENTIAL
MEADOWS BLVD.
RESIDENTIAL





KEY PLAN

PROPOSED

DRAFT PLAN

OF THE SUBDIVISION OF

PART OF LOTS 14 & 15, R P A - 24

CITY OF MISSISSAUGA

REGIONAL MUNICIPALITY OF PEEL

SINGLE FAMILY LOT	0.23
BLOCK A	0.42
BLOCK B	0.44
BLOCK C	0.31
BLOCK D	0.31
BLOCK E	0.31
BLOCK F	0.31
BLOCK G	0.31
BLOCK H	0.42
BLOCK J	0.44
TOTAL 56 UNITS/LOTS	3.73
LENGTH OF 36 ROAD ALLOWANCE 816'	1.04
TOTAL AREA OF SUBMISSION	4.77

OWNERS CERTIFICATE	SURVEYORS CERTIFICATE

PLANNING MANAGEMENT SERVICES LIMITED

318

City of Mississauga

MEMORANDUM

FILE REFERENCE: 17 111 79080
11 141 00039

3.

Chairman and Members of the
Public Works Committee

From William P. Taylor, P. Eng.
Dept. Engineering and Works

November 20, 1979

SUBJECT: Confederation Parkway - Dundas to Burnhamthorpe.

ORIGIN: Engineering and Works Department.

COMMENTS: A Functional Study has been prepared by Morrison, Hershfield, Burgess and Huggins Limited, for Confederation Parkway from Dundas Street West to Burnhamthorpe Road West - copy attached. This report suggests the alignment which should be taken for Confederation Parkway and outlines how an underpass can be built at the intersection of the proposed Confederation Parkway and the C.P.R.

The estimated cost of the road construction, including the underpass, is $5,940,000.00, and the estimated cost of the underpass from the north grade point to the south grade point is $2,000,000.00.

In the Five-Year Capital Budget 1979-1983 Council approved the construction of Confederation Parkway and the Grade Separation in the year 1981, with all costs to be paid by the developer.

The proposed final alignment conforms very closely to the Secondary Plan alignment and is acceptable to the developers and the City.

At the present time it would appear that the funding for the construction of the Confederation Parkway from Burnhamthorpe Road to the south limit of the Matthews lands is settled in that this work will be done by Matthews as part of their "Big Three" agreement. The balance of the costs south of Matthews lands, including the Grade Separation, must still be resolved.

RECOMMENDATIONS:

1 - That the alignment of Confederation Parkway, as shown on Figure 6, prepared by Morrison, Hershfield, Burgess & Huggins Limited, be accepted and be used for all planning work in this area.

continued....

3.a

Chairman and Members of the
Public Works Committee - continued

RECOMMENDATIONS: (continued)

2 - That financial agreement be reached with developers in the Core and the Dundas-Fairview Secondary Plans with respect to the cost of constructing Confederation Parkway and the C.P.R. Grade Separation.

3 - That upon satisfactory financial arrangements being reached with the developers of the Core and the Dundas-Fairview Secondary Plans, that an application be made to the Canadian Transport Commission for a Grade Separation of the Confederation Parkway and the C.P.R. with all costs to be borne by the City.

William P. Taylor, P. Eng.,
Commissioner.

WPT.mh

c.c. E. M. Halliday,
All Commissioners,
J. R. Beilby.

RECEIVED
REGISTRY No. 4041
DATE NOV 30 1979
FILE No. 18-79
CLERK'S DEPARTMENT

PUBLIC WORKS

DATE: NOVEMBER 30, 1979

SUMMARY OF UNFINISHED BUSINESS

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
306-77	Eng & Works	A general purpose Emergency Control Plan and By-law	G.C. Nov. 9/77, Item 1461 (a),(c)	Nov. 30/79	14
43-78	Eng. & Works and	Flood Plain Management Alternatives in Ontario	G.C. Item 223, Feb.15/78	Jan. 10/80	7
108-78	Eng. & Works and Rec. & Parks & Clerk's	Region of Peel Erosion Inventory and Priority Study	Council, Apr.24/78	Sept.15/80	7
114-78	Eng. & Works	Spill Control Contingency Plan for Oil and Other Hazardous Materials	Letter dated May 3/78 from Region	Jan. 29/80	9
279-78	Manager's	Policy-Funds for deferred sidewalk construction	Council Oct/30/78, Res. #607	Nov. 27/79	4
29-79	Eng. & Works	Removal of snow from cul-de-sacs and courts	Mayor McCallion's memo dated Jan.24/79	Dec. 15/79	5
34-79	Eng. & Works	Snow Removal - Regional Roads	Memo dated Jan.25/79 from Councillor McKechnie	Dec. 15/79	5
62-79	Eng. & Works	Items deleted because of reduction in watercourse & channel improvements Budget	Budget Discussions of Feb.15/79	Dec. 30/79	4
64-79	Eng. & Works	Productivity of labour related functions when carried out by City forces.	Budget Discussions of Feb.14/79	Dec. 28/79	3
65-79	Eng. & Works	Security problems at Works Yards	Budget Discussions of Feb.13/79	Dec. 28/79	3
73-79	Eng. & Works	Review of Street Light Maintenance Programme	Council, Feb.26/79, Res.#160	Dec. 28/79	3
75-79	Eng. & Works	Subject of recycling	Council, Feb.26/79, Res.#160	Dec. 28/79	3

5

PUBLIC WORKS 5.a

SUMMARY OF UNFINISHED BUSINESS

DATE: NOVEMBER 30, 1979

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
76-79	Eng. & Works	Review of yard bins once sanitary landfill site on Britannia Rd. is in operation	Council, Feb.26/79, Res.#160	March 15/80	2
78-79	Eng. & Works	Review of policy regarding snow removal for elderly residents	Council, Feb.26/79, Res.#160	Dec. 15/79	4
82-79	Eng. & Works	Roadside mowing & roadside weed control	Council, Feb.26/79, Res.#162	March 15/80	4
161-79	Eng. & Works	Credit Woodlands Pilot Project	Traffic Safety Council of March 28/79	Dec. 15/79	1
166-79	Eng. & Works	Sidewalk Snow Clearance	Letter from C.J. Mackie dated April 12/79	Dec. 15/79	3
190-79	Eng. & Works	Study of Long Term Needs etc.	Council April 23/79-Res.#284	Jan. 25/80	2
193-79	Eng. & Works	All sidewalks that will be plowed by City forces	Public Works Committee April 20/79	Dec. 15/79	3
311-79	Eng. & Works	Dunbourne Holdings, Heldar Holdings, Whitehall Developments & Sylco Const. proposals of a cost sharing program so that the owners of lands north of Meadows Blvd. will not have to pay for the full cost.	Public Works Committee August 2/79	Dec. 15/79	1
313-79	Eng. & Works	Alternative Noise Abatement structures re. Lots 410, 411 and 421, Plan M-120 (Cadillac Fairview Corp.)	Public Works Committee August 2/79	Dec. 30/79	2
340-79	Eng. & Works	Procedure to require residents to cut grass on boulevards in 1980	G.C. August 15/79-Item #1400	Dec. 15/79	0
341-79	Eng. & Works	Snow and ice removal from City sidewalks	G.C. August 15/79-Item #1401	Jan. 15/80	0
349-79	Eng. & Works and Rec. & Parks	Weed Spraying Programme	Letter dated Aug.15/79 from Mr.T. Shaw	Dec. 15/79	1

PUBLIC WORKS

DATE: NOVEMBER 30, 1979

SUMMARY OF UNFINISHED BUSINESS

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
361-79	Eng. & Works	Speed Limit on Winston Churchill Boulevard	Public Works Committee of Sept. 6/79	Jan. 20/80	1
372-79	Eng. & Works	Parking regulations on City streets and their enforcement	Letter dated Sept. 15/79 from Mr. Linsdell	Jan. 11/80	0
373-79	Eng. & Works and Building Eng. & Works Dept. to co-ordinate report	Procedure for accepting applications and processing thereof for water and sewer connections, and septic tank installations.	Letter dated Sept. 28/79 from Region of Peel	Dec. 30/79	1
374-79	Eng. & Works	Winter maintenance operations/snow plowing	Letter dated Sept. 28/79 from Region of Peel	Dec. 15/79	1
383-79	Clerk's	Rosnor Dev. Ltd. - acquisition of lands owned by Mr. Robert Roberty-Hickory Drive	Public Works Comm. of Sept. 6/79	Dec. 3/79	1
385-79	Eng. & Works	Three hour parking time limit on Gananoque Drive between Glen Erin Drive and Bilbao Lane	Council, Oct. 9/79	Dec. 18/79	0
392-79	Eng. & Works	Municipal Bridge Appraisals 7-9 Ton and 10-17 Ton categories not already scheduled for repairs	Letter dated Oct. 17/79 from M.T.C.- H. Orlando	Dec.28/79	0
405-79	Eng. & Works	Petition re the intersection of Alpha Mills Road & Plainsman Road be made a 3-way stop.	Letter dated Nov. 2/79 from Petitioners to Mayor McCallion	----------	------
409-79	Eng. & Works	Traffic conditions at Dixie Road and Goldarch Road	Letter dated Nov. 9/79 from N. Mastromarco	----------	------

PUBLIC WORKS
NOVEMBER 30, 1979

OTHER MATTERS

SUBJECT	SOURCE	COMMENTS
Rutledge Road Land Acquisition	Feb. 24/78, memo from H. McCallion to W.P. Taylor	Not a public road, funds have not been included in the 5 year Capital Budget
Financial arrangements for Shady Lawn Court Erosion Control Project.	General Committee July 21, 1978	Residents have entered into agreement with C.V.C.A. on property to carry out works Legal Dept. has prepared an agr. for their share of the cost Legal proceeding to have individuals sign agr.
Report on proposed developments where the two $2300. per acre levies to be received are less than the cost of works related to roads and storm drainage set out in the Consolidated Report	G.C. July 6, 1977, Rec. #933	C.V.C.A has money in 1979 budget to carry out works, failing this monies will be available in 1980 Budget.
Investigate using funds deposited in lieu of sidewalk construction for repair of sidewalks		Report expected from Commissioner of Finance for Capital Budget Discussions
Mimico Creek Storm Sewer (Carlingview Drive) Transport Canada was requested to pay City's usual storm sewer levy. Awaiting comments from D.O.T.	General Committee, Dec.6/78 Rec. #1587	
Request from Canadian Transport Comm. to give consideration to requiring the CPR to contribute a sum equal to 5% of the total cost of the project eligible for subsidy.	Public Works Committee, March 1/79	Awaiting reply from the C.T.C.
Open Cut Permits	Public Works Committee April 20/79	To be reviewed in 2 years
Field Testing by MacLean-Hunter prototype connector housing	Public Works Committee April 20/79	Report is to be submitted prior to March 1980

PUBLIC WORKS
NOVEMBER 30, 1979

OTHER MATTERS

SUBJECT	SOURCE	COMMENTS
1979 Maintenance Expenditures	Public Works Committee Sept. 6/79	Report is being prepared by Eng. Dept.
Assumption of Services - M-59	Public Works Committee Sept. 21/79	Awaiting list of outstanding matters from ratepayers' association
Seminar on Transportation and Energy Management	Public Works Committee Nov. 1/79	Comments from W.P. Taylor and E. Dowling

p.5

CITY OF MISSISSAUGA

M I N U T E S

MEETING #14

NAME OF COMMITTEE:	PUBLIC WORKS COMMITTEE
DATE OF MEETING:	Thursday, December 6, 1979
PLACE OF MEETING:	Committee Room 'A' at 7:30 p.m.
MEMBERS PRESENT:	Councillor K. Dear, Chairman Mr. P. Carlson, Vice-Chairman Councillor L. Taylor Councillor R. Starr Mr. R. B. Martin Mr. F. Dale Mr. A. Nemetz
MEMBERS ABSENT:	Councillor F. Hooper Councillor S. Mahoney Mr. B. Belford
OTHERS PRESENT:	Mr. M. H. Magued,P.Eng. - Morrison, Hershfield, Burgess & Huggines Ltd. Re Item 3 Mr. A. J. Burgess, P.Eng., President of Morrison, Hershfield, Burgess and Huggins Limited - Re Item 3
STAFF PRESENT:	Mr. W. P. Taylor, Commissioner of Engineering and Works Mr. A. McDonald, Director of Maintenance, Engineering Mr. J. Murray, Committee Co-ordinator

MATTERS CONSIDERED:

1. Report dated September 28, 1979 from the Commissioner of Engineering and Works, in response to a letter dated September 6, 1979 from Allan C. Randles Limited. Mr. Randles, who attended the meeting of the Public Works Committee on October 19, 1979, expressed the view that small developers should be compensated for, or at least be permitted to pro-rate the cost of oversizing downstream storm sewers, to accommodate future upstream developments. In his report, Mr. Taylor advised that it is City policy to make downstream developers responsible for ensuring capacity through their lands for future ultimate upstream developments. He indicated that the

ITEM 1 CONTINUED .....

City had not entered into a cost-sharing agreement for any storm sewer greater than 60 inches in diameter which drains solely the lands of a particular developer. In his report, Mr. Taylor recommended:

a) That the City of Mississauga policy that developers be responsible to include in their storm sewer design, capacity for drainage of lands which naturally drain through their lands unless otherwise approved by City Council, be re-affirmed.

b) That the City of Mississauga not participate in cost-sharing for storm sewers which drain lands of more than one developer if the storm sewer is less than 60 inches in diameter.

c) That the City of Mississauga not participate in cost-sharing for storm sewers of any size which drain only the lands of only one developer.

d) That Developers requesting cost-sharing as outlined in (b) above, be required to make application in writing to the Commissioner of Engineering and Works for cost sharing prior to draft plan approval being requested.

The Committee endorsed Mr. Taylor's recommendations in this regard.

Files: 120-79 Recommendation #197 (Councillor Taylor)
84-79

APPROVED

2. Report dated October 26, 1979 from the Commissioner of Engineering and Works regarding the reconstruction of Wilcox Road and Meadows Boulevard by the Developers, Dunbourne Holdings - T-77049 and Heldar Holdings - T-79009. The Developers have indicated that such a condition will impose too great a financial burden. In his report, Mr. Taylor indicated that his department had reviewed this condition, in consultation with the Developers, and recommended:

"That the following developments - Dunbourne Holdings - T-77049, Heldar Holdings - T-79009, Sylco - OZ-83-75, Whitehall Developments - T-78047, U.F.B. - OZ-83-75 and Fleming Block - P.C.C. #130 not be permitted to proceed until the following occurs:

a) Funds to re-construct Wilcox Road have been provided in the current year Capital Budget, and/or the developers have provided funds for same, or a combination thereof.

ITEM 2 CONTINUED ....

b) That Meadows Boulevard has been constructed from the west limit of Dunbourne Holdings lands to Wilcox Road by Dunbourne Holdings, Heldar Holdings, and Pidutti, and from Wilcox Road to Cawthra Road by U.F.B. and Sylco."

Mr. Bolton, Solicitor for the Developers, requested permission to speak to the Committee. The Committee readily agreed to his request and Mr. Bolton advised that his clients were concerned that under Mr. Taylor's proposals, the owners of land south of Meadows Boulevard would not be required to contribute to the cost of the construction of Meadows Boulevard. Therefore, Mr. Bolton requested that some sort of cost-sharing agreement be entered into to ensure that if the lands to the south of Meadows Boulevard are ever developed, that they be required to share the cost of construction.

Mr. Taylor advised that it was the City's position that if Mr. Bolton's clients wished to develop at this time, that they must pay for the entire cost of Meadows Boulevard. If, however, they chose to wait until the lands to the south are developed, then the City would require the owners of those lands to contribute to the cost.

Mr. Carlson pointed out that the reference in Mr. Taylor's recommendation to the Fleming Block, P.C.C.#130, should be deleted as this development has already been approved and completed. Mr. Taylor agreed with Mr. Carlson's comments and pointed out that an additional developer in the area under the name of "Pidutti" is expected to submit draft development plans in the near future and that they should be included in the Committee's recommendation.

The Committee endorsed Mr. Taylor's recommendations, as amended.

Files: T-78047
T-77049
T-79009
OZ-83-75

Recommendation #198 (Councillor Taylor)

3. Report dated November 30, 1979 from the Commissioner of Engineering and Works regarding a Functional Study prepared by Morrison, Hershfield, Burgess and Huggins Limited, Consulting Engineers, for the construction of Confederation Parkway from Dundas Street West to Burnhamthorpe Road West. Copies of this report were attached to the agenda for Committee members only.

The alignment proposed in this Study conforms very closely to the Secondary Plan alignment and is acceptable to both the City of Mississauga and adjacent developers. The estimated cost of this

PUBLIC WORKS COMMITTEE DECEMBER 6, 1979

REPORT NO. 14-79

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its fourteenth report and recommends:

197. (a) That the City of Mississauga policy that developers be responsible to include in their storm sewer design, capacity for drainage of lands which naturally drain through their lands unless otherwise approved by City Council, be re-affirmed.

(b) That the City of Mississauga not participate in cost sharing for storm sewers which drain lands of more than one developer if the storm sewer is less than 60 inches in diameter.

(c) That the City of Mississauga not participate in cost sharing for storm sewers of any size which drain lands of only one Developer.

(d) That Developers requesting cost-sharing as outlined in (b) above, be required to make application in writing to the Commissioner of Engineering and Works for cost sharing prior to draft plan approval being requested.

(38-197-79) 120-79
84-79

198. That the following developments - Dunbourne Holdings - T-77049, Heldar Holdings - T-79009, Sylco - OZ-83-75, Whitehall Developments - T-78047, U.F.B. - OZ-83-75 and Pidutti, not be permitted to proceed until the following occurs:

(a) Funds to re-construct Wilcox Road have been provided in the current year Capital Budget, and/or the developers have provided funds for same, or a combination thereof.

ITEM 198 CONTINUED

(b) That Meadows Boulevard has been constructed from the west limit of Dunbourne Holdings lands to Wilcox Road by Dunbourne Holdings, Heldar Holdings, and Pidutti, and from Wilcox Road to Cawthra Road by U.F.B. and Sylco.

(38-198-79) T-78047
T-77049
T-79009
OZ-83-75

199. (a) That the alignment of Confederation Parkway as shown in Figure 6 of The Functional Study prepared by Morrison, Hershfield, Burgess & Huggins Limited, Consulting Engineers, as referred to in the report dated November 30, 1979, from the Commissioner of Engineering and Works, be accepted and be used for all planning work in the Dundas-Fairview Secondary Plan and City Core areas.

(b) That satisfactory financial arrangements be agreed upon with all land developers in the City Core and Dundas-Fairview Secondary Plan Areas with respect to the cost of construction of Confederation Parkway from Dundas Street West to Burnhamthorpe Road West and the Canadian Pacific Railway grade separation.

(c) That upon completing the satisfactory financial arrangements, referred to in (b) above, an application be made to the Canadian Transport Commission for approval of a grade separation of the proposed Confederation Parkway and the Canadian Pacific Railway with all costs to be covered by the City of Mississauga.

(38-199-79) 18-79
33-79A
O.P. Amend. #280
141-79

200. That the Summary of Unfinished Business relating to the Public Works Committee dated November 30, 1979, be received.

(38-200-79) 139-79

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, NOVEMBER 1, 1979; 7:30 P.M.

COMMITTEE ROOM 'A'

Chairman:	Councillor K. Dear
Vice-Chairman:	Mr. P. Carlson
Members:	Councillor L. Taylor Councillor F. Hooper Councillor R. Starr Councillor S. Mahoney Mr. R. B. Martin Mr. B. Belford Mr. F. Dale Mr. A. Nemetz
Prepared by:	Clerk's Department
Date:	October 29, 1979

COUNCILLORS AND COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

INDEX, PUBLIC WORKS COMMITTEE AGENDA, THURSDAY, NOVEMBER 1, 1979

ITEM #	FILE #	SUBJECT MATTER
1.	38-79	Seminar on Transportation and Energy Management
2.	R.P. 928 R.P. 924	Inducon-McLennan Siscoe Metals of Ontario Limited
3.	86-79	Status of Traffic Signal Reports for 1979
4.	49-79 18-79	Reconstruction of Caven Street and Third Street in Ward 1
5.	18-79	Additional Access Driveway to McDonalds Restaurant on Derry Road
6.	86-79	Prohibition of Heavy Trucks - South of Queen Elizabeth Way between Winston Churchill Boulevard and Southdown Road
7.	86-79	Review of Traffic Control Measures between Queen Elizabeth Way and Dundas Street, east of Hurontario Street and west of Cawthra Road
8.	3-79 6-79	Access to Floradale Public School
9.	R.P.M-64	Corolla Subdivision - Assumption of Municipal Works
10.	139-79	Summary of Unfinished Business

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, NOVEMBER 1, 1979

COMMITTEE ROOM 'A' AT 7:30 P.M.

A G E N D A

MATTERS FOR CONSIDERATION:

1. Report dated October 15, 1979 from the Commissioner of Engineering and Works regarding a Seminar on Transportation and Energy Management sponsored by the Province of Ontario, to which he and Mr. Dowling, Transit Manager, have been designated by Council to attend. In his report, Mr. Taylor advises that he would be pleased to have the views of the Committee on Transportation and Energy Management and is prepared to report back to the Committee after the Seminar has been held. Mr. Taylor recommends that his report be received.

   File: 38-79

   RECOMMEND RECEIPT

2. Report dated October 16, 1979 from the Commissioner of Engineering and Works regarding the construction of a concrete sidewalk on Aimco Boulevard and Matheson Boulevard in Ward 5. In his report, Mr. Taylor advises that subject to the Subdivision Agreements for these lands, the Developers, Inducon-McLennan (R.P. 928) and Siscoe Metals of Ontario Limited, (R.P. 924) are required to pay $5.00 per lineal foot towards the cost of construction of sidealks on one side of all streets in these subdivisions. Mr. Taylor further advises that Siscoe Metals of Ontario Limited has already paid the amount of $28,553.00 for this assessment. Therefore, Mr. Taylor recommends:

   a) That Inducon-McLennan, R.P.928, be notified that the City of Mississauga is requesting payment of the $5.00 per lineal foot for sidewalks, in order that in 1980, sidewalks can be constructed on Matheson Boulevard, Aimco Boulevard and other streets in the area as approved by Council, in the amount of $25,683.00, to be paid to the City of Mississauga by December 31, 1979.

5. Memo dated October 23, 1979 from Councillor F. McKechnie, regarding an additional access driveway to McDonalds Restaurant on Derry Road, east of Goreway Drive. Mr. Taylor, in correspondence dated October 3, 1979 to Councillor McKechnie, indicates that such an access driveway would improve traffic conditions at the Goreway Drive access but indicates that:

   a) any access to Derry Road should be limited to"Right In" and "Right Out" only.

   b) modifications to traffic circulation which may be requested by the City of Mississauga and Region of Peel, are to be undertaken by McDonalds Restaurant Limited..

   c) any costs related to such modifications are the responsibility of McDonalds Restaurant Limited.

   File: 18-79

   DIRECTION REQUIRED

6. Report dated October 17, 1979 from the Commissioner of Engineering and Works regarding a prohibition of heavy trucks in the residential area south of the Queen Elizabeth Way between Winston Churchill Boulevard and Southdown Road. In his report, Mr. Taylor advises that he has received a verbal complaint from a resident that heavy vehicles are using residential roads in this area and Mr. Taylor recommends:

   "That "No Heavy Trucks" signs be installed on Benedet Drive, Bromsgrove Road and Stockholm Road where these roads intersect with Winston Churchill Boulevard and that the Traffic By-law #444-79, as amended, be so amended."

   File: 86-79

   RECOMMEND ADOPTION

7. Report dated October 24, 1979 from the Commissioner of Engineering and Works regarding a complete review of all traffic control measures between the Queen Elizabeth Way and Dundas Street East, east of Hurontario Street and west of Cawthra Road. In his report, Mr. Taylor advises that one of the original concerns was to ascertain if any problems existed on Tedwyn Drive insofar as on-street parking, interferring with public transit vehicles, is concerned. Mr. Taylor indicates that this has not proven to be a problem to date and recommends that his report be received.

File: 86-79

RECOMMEND RECEIPT

8. Report dated October 25, 1979 from the Commissioner of Engineering and Works regarding a meeting he has had with Mr. D. P. Wilkinson, Superintendent of Schools, Plant, regarding access to Floradale Public School by school children approaching from the west. In his report, Mr. Taylor advises that Mr. Wilkinson, in a letter dated September 14, 1979, a copy of which is attached, made certain proposals which Mr. Taylor endorses. Therefore, Mr. Taylor recommends:

a) That consideration be given to the construction of a temporary asphalt walkway on Paisley Boulevard across the Floradale School frontage and the Heck frontage in the 1980 Sidewalk Construction Programme.

b) That the By-law Section of the Building Department be requested to resolve the problem of the top soil encroachment on City property and the growth of Goldenrod on the Heck property in conjunction with the City's Weed Inspector.

c) That permanent barricades be installed at each end of the unopened portion of Paisley Boulevard immediately to prevent traffic using this incompleted section until such time as the road is permanently opened and constructed to municipal standards.

Files: 3-79; 6-79

RECOMMEND ADOPTION

9. Report dated October 25, 1979 from the Commissioner of Engineering and Works regarding the assumption of municipal works as provided for in the Engineering Agreement dated January 9, 1975, R.P.M-64, Corolla Subdivision, located east of Cawthra Road and south of the Queensway. Mr. Taylor recommends:

   a) That a cash contribution in the amount of $300.00 be accepted in lieu of the Developer, Corolla Investments, completing minor outstanding sodding in R.P. M-64.

   b) That the municipal works for R.P.M-64 be assumed as provided for in the Engineering Agreement dated January 9, 1975 between Corolla Investments, the City of Mississauga and the Regional Municipality of Peel.

   c) That the securities, deposited with the Municipality, subject to the Engineering Agreement, be returned to the Developer, Corolla Investments.

   d) That a by-law be enacted, establishing Harcourt Crescent as a public highway and part of the municipal highway system of the City of Mississauga.

   File: R.P. M-64

   RECOMMEND ADOPTION

10. Summary of Unfinished Business, relating to the Public Works Committee, as of October 29, 1979.

   File: 139-79

   RECOMMEND RECEIPT

City of Mississauga

MEMORANDUM

FILE REFERENCE: 11 141 00015
11 141 00039
11 141 00038

1.

Chairman and Members of the
Public Works Committee

From William P. Taylor, P. Eng.

Dept. Engineering and Works

October 15, 1979

SUBJECT: Seminar on Transportation and Energy.

ORIGIN: Letter dated September 18, 1979 from The Honourable James Snow, Minister of Transportation and Communications.

COMMENTS: Mr. E. Dowling and myself have been designated to attend a seminar on Transportation and Energy Management.

Mayor Hazel McCallion, in her letter to the Minister (copy attached) indicates this letter should be forwarded to the Public Works Committee for discussion.

I would be pleased to have the views of the Committee on Transportation and Energy Conservation. I would, further, propose to report to the Committee after the Seminar has been held.

RECOMMENDATION: That the report of the Commissioner of Engineering & Works, dated October 15, 1979, with respect to the M. T. C. Seminar on Transportation and Energy Management be received.

William P. Taylor, P. Eng.,
Commissioner.

RECEIVED
REGISTRY No. 2367
DATE OCT 17 1979
FILE No. 38-79.
CLERK'S DEPARTMENT

WPT.mh

c.c. E. M. Halliday,
All Commissioners,
A. E. McDonald.

att.

1·a

11 141 00005
11 141 000 38

CITY OF MISSISSAUGA

OFFICE OF THE MAYOR

September 27, 1979

ENGINEERING WORKS & BLDG. DEPT.
RECEIVED FILE
SEP 28 1979

Route To	Initials	Date
HPT	LW	79/10/03
A.C. Rec	Auth	Oct 4/79

The Honourable James Snow
Minister of Transportation
and Communications
Ferguson Block, Queen's Park
Toronto, Ontario

Dear Jim:

Re: Seminar on Transportation
and Energy
Files: 22-79 - 142-79

Council at its meeting on Monday, September 24, 1979, considered your letter dated September 18, 1979, regarding the one day seminar being planned on transportation and energy and adopted the following Resolution No.672:

> "That Mr. E. Dowling, General Manager, Mississauga Transit, and Mr. W.P. Taylor, Commissioner of Engineering and Works, be designated to attend a seminar on transportation and energy, under the Transportation Energy Management Program established by the Ministries of Transportation and Communications and Energy, as detailed in the letter dated September 18, 1979, from The Honourable James Snow, Minister of Transportation and Communications."

This letter will also be forwarded to the Public Works Committee for discussion purposes.

Please be assured that Members of Council and Staff in Mississauga share your views on the critical issues of energy conservation and through our Energy Conservation Committee, working the Region

/continued...

1 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO, L5B 1M2 TELEPHONE (416) 279 7600

1.b

of Peel and your Staff, we have recently distributed a questionnaire to City employees to determine whether or not a car pooling program can be established in Mississauga.

I would like to take this opportunity to thank your Staff for the time and effort they have given to the Mississauga Energy Conservation Committee and for their excellent presentation on car/van pooling programs.

Many thanks for your cooperation and assistance.

Yours very truly

Hazel McCallion
Mayor

/1

cc - Mr. W.P. Taylor, Commissioner
Engineering and Works
- Mr. E. Dowling, General Manager, Transit
- Mr.John Murray, Public Works Committee Coordinator

Ontario

Office of the Minister

Ministry of Transportation and Communications

Ferguson Block
Queen's Park
Toronto, Ontario
416/965-2101

1.C

September 18, 1979

RECEIVED
SEP 19 1979
MAYOR'S OFFICE

Mrs. Hazel McCallion
1 City Centre Drive
Mississauga, Ontario L5B 1M2.

Dear Mrs. McCallion:

I am writing to you, and the Mayors of other Municipalities which have transit systems, concerning the need to initiate oil conservation measures and to develop strategies for coping with oil shortfalls should they occur. To complement the Municipal Energy Conservation Program undertaken by the Ministry of Energy with the Provincial Municipal Liaison Committee through the Joint Steering Committee on Energy Conservation, my Ministry wishes to undertake joint activities with Municipalities to save oil.

As you may be aware my Ministry and the Ministry of Energy jointly established the Transportation Energy Management Program (TEMP) some time ago. The first phase has consisted mainly of preliminary assessments to identify potential conservation opportunities in transportation. It is important now to take advantage of such opportunities as it seems that this sector will have to contribute significantly beyond the savings expected from the "miles per gallon" automobile performance improvements. It is my view that this will require co-ordinated effort on the part of all those involved in Ontario transportation - and particularly on the part of the Municipal and Provincial Governments. To this end, I would like to propose that a special one day seminar on transportation and energy be arranged.

The proposed seminar will provide a forum for exchanging views on transportation energy planning in general, for discussing a wide range of possible conservation measures and for reviewing strategies to deal with transportation fuel shortfalls. Review of U.S. experiences will be of particular value as many municipalities there have recently had to develop action plans on short notice to deal with oil shortfalls.

RESOLUTION AVAILABLE

1.d

The proposed seminar will be organized by our Planning and Development Division in October. I would like to invite you to designate a senior transportation staff member to represent your municipality at this seminar. This person should contact the seminar co-ordinator, Mr Jouko Parviainen at (416) 248-3727 by September 24, 1979. We would welcome the views of your municipality's representative on the key issues and approaches which should be included on the agenda. Our Transit Office will be contacting the major transit properties under a separate cover to ascertain the spare transit capacity now available in each system. It is hoped that this information will be available for the planned seminar.

Finally, I would like to draw to your attention two conservation measures which seem to warrant early implementation: ridesharing which includes both car and van pooling and computer controlled traffic systems. These are excellent examples of the innovative approach to commuter transportation that can be effective in both energy conservation and optimum utilization of the existing infrastructure and equipment. Far from being expensive either in capital or operating subsidy terms, these and in fact many promising conservation measures, would seem to also help reduce the inflationary pressures upon municipal budgets.

The Ministry began a car pool program two years ago. Its success encouraged the development of a van pool demonstration program at our Downsview complex which is now being expanded to other Ministeries. My staff has, in the process, developed expertise, promotional materials and commuter matching techniques which have been made available to private companies and other governments implementing ridesharing programs. Please contact Mr. Peter Dalton of Research and Development Division for information at (416) 248-3771.

The use of centralized computer-controlled traffic signal systems has the potential to save energy. These systems are now available off-the-shelf to meet the needs of many smaller and mid-sized Ontario cities. As part of the Ministry's Municipal Traffic Control System (MTCS) Project, the Regional Municipalities of Waterloo and Durham and the City of Brantford are presently considering the installation of computerized traffic control systems. You may wish to consider the use of such systems in your municipality. For further information, please contact Mr. Rye Case of the Research and Development Division at (416) 248-7141.

1.e

In closing, I would like to emphasize again the importance of developing effective energy conservation programs for implementation, as well as adequate strategies capable of responding quickly to shortfalls. It is through these activities that we can secure the provision of service for all critical passenger and freight transportation needs appropriate to the 80's.

I hope you share my views on the critical issues facing us and that you will act immediately by appointing a staff representative. Through this representative, we will advise you of our progress in general, and future planning needs. I am looking forward to these municipal/provincial joint activities being undertaken.

With kindest regards, I remain,

Yours sincerely,

James Snow,
Minister.

City of Mississauga

MEMORANDUM

FILE REFERENCE: 11 141 00039
17 111 80014
16 111 71025

2.

Chairman and Members of the
Public Works Committee

From William P. Taylor, P. Eng.
Dept. Engineering and Works

October 16, 1979

SUBJECT: Concrete walk installation on Aimco Boulevard and Matheson Boulevard.

ORIGIN: Letter from resident - REQUEST FOR REPORT 371-79

COMMENTS: We have received a request from a resident suggesting that a sidewalk should be installed on Aimco Blvd. and Matheson Blvd., as shown on the attached plan, in order to aid pedestrian movement in this industrial area.

We have reviewed the subdivision agreement for the lands shown on the attached map, and advise Committee that there are two subdivision agreements, one with Inducon-McLennan and the other with Siscoe Metals of Ontario Limited. Both agreements require the developers to pay $5.00 per lineal foot towards the cost of construction of a sidewalk on one side of all streets within their plans of subdivision, with the exception of Dixie Road. Siscoe Metals of Ontario Limited assessment, in the amount of $28,553.00, has been collected and is available in our Account Number 833-087.

RECOMMENDATIONS:

1 - That Inducon-McLennan be notified that the City of Mississauga is requesting payment of the $5.00 per lineal foot for sidewalks, in order that in 1980 sidewalks can be constructed on Matheson Blvd. Aimco Blvd. and other streets in the area as approved by Council. The amount of money which should be paid by Inducon-McLennan is $25,683.00. Further, these funds should be paid to the City of Mississauga by December 31, 1979.

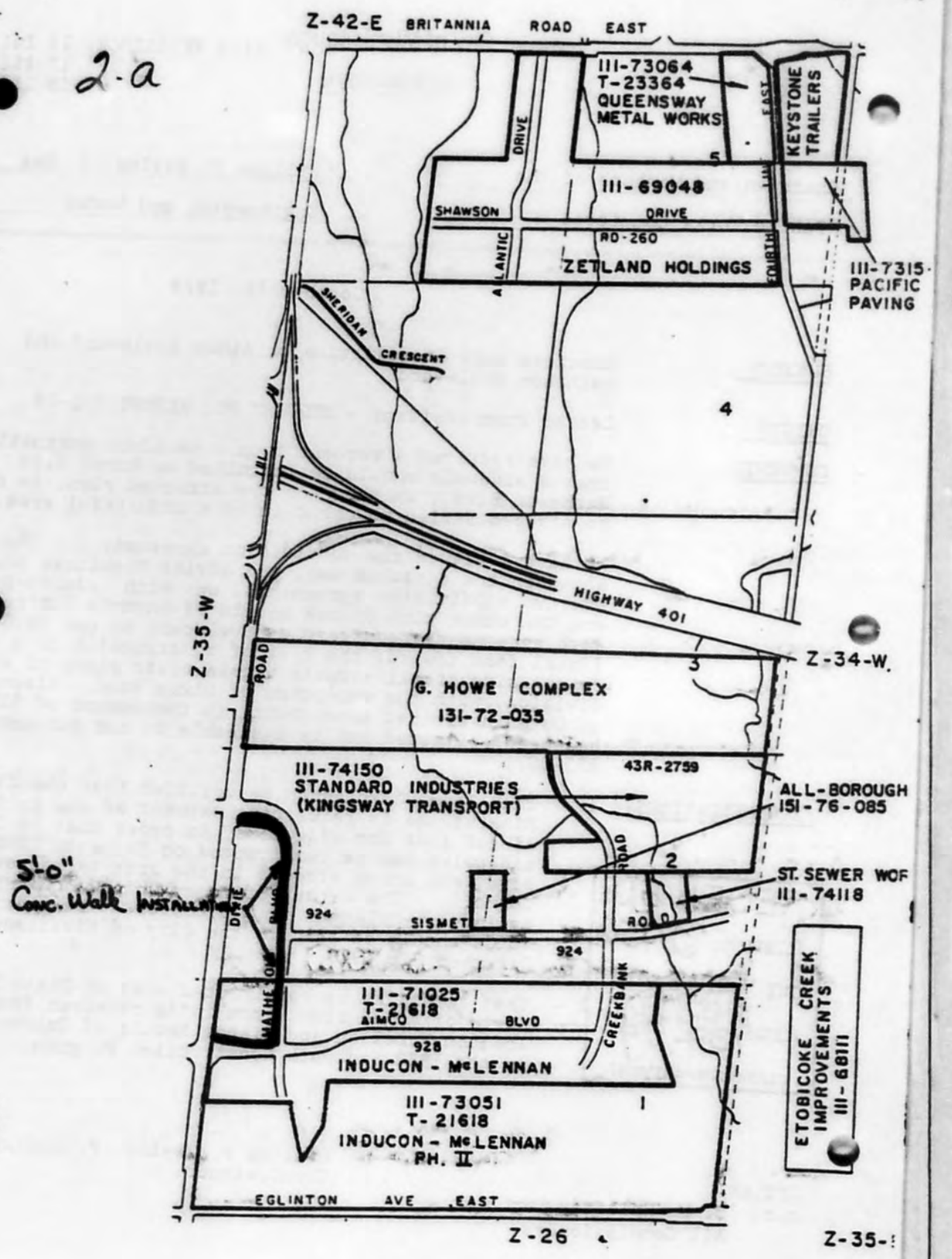
2 - That sidewalks be constructed east of Dixie Road, north of Aimco Blvd., from funds received from Inducon-McLellan and Siscoe Metals of Ontario, in the 1980 Sidewalk Construction Program.

RECEIVED
REGISTRY No. 2456
DATE OCT 18 1979
E.P.925
E.P.924
FILE No. 139-79
CLERK'S DEPARTMENT

William P. Taylor, P. Eng.,
Commissioner.

WPT.mh
c.c. E. M. Halliday,
All Commissioners.

2-a


Z-42-E BRITANNIA ROAD EAST
111-73064
T-23364
QUEENSWAY
METAL WORKS
KEYSTONE
TRAILERS
EAST
DRIVE
111-69048
SHAWSON
DRIVE
RD-260
ATLANTIC
ZETLAND HOLDINGS
FOURTH
111-7315
PACIFIC
PAVING
SHERIDAN
CRESCENT
4
HIGHWAY 401
Z-35-W
ROAD
Z-34-W.
G. HOWE COMPLEX
131-72-035
43R-2759
111-74150
STANDARD INDUSTRIES
(KINGSWAY TRANSPORT)
ALL-BOROUGH
151-76-085
5'-0"
Conc. Walk
ROAD
2
ST. SEWER WOF
111-74118
924
SISMET
924
111-71025
T-21618
AIMCO
BLVD
CREEKBANK
928
INDUCON - McLENNAN
111-73051
T-21618
INDUCON - McLENNAN
PH. II
1
ETOBICOKE CREEK
IMPROVEMENTS
111-68111
EGLINTON AVE EAST
Z-26
Z-35-

RETYPED VERBATIM

2.b

709-2070 Camilla Road
Mississauga, Ontario
L5A 2J7

September 15, 1979

Your Worship the Mayor and Members of City Council

Re: Sidewalks

Since the last change of bus service in which No. 5 bus no longer takes the loop around Aimco and Matheson, find many employees waling int work, although No. 17 does take this route, but cannot service all, however for those who walk either one way or another have to walk on the road most of the time, more so when its raining, meaning that with all the transport going both way, the pedestrian when its raining gets wet, so writer suggests that sidewalk be installed on one side of the street, maybe this could come under the winter program.

"George W. Lindsell"

REFERRED TO
PUBLIC WORKS COMMITTEE

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
13 211 00208

To Chairman and Members of Public Works Committee
Dept. City of Mississauga

From William P. Taylor, P.Eng., Commissioner
Dept. Engineering and Works

October 15, 1979

REQUEST NO. 360-79

LADIES & GENTLEMEN :

SUBJECT : Traffic Control Installations.

SOURCE : Request from Councillor K. Dear at the Council meeting held September 24, 1979.

COMMENTS : As requested the attached list indicates the current status of traffic signal projects for this year.

RECOMMENDATION : That this report dated October 15, 1979, from the Commissioner of Engineering and Works regarding Traffic Control Installations, be received.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

Att.

cc : E.M. Halliday
All Commissioners

RECEIVED
REGISTRY No. 2643
DATE OCT 25 1979
FILE No. 86-79
CLERK'S DEPARTMENT

RKW:jb

FORM 145

3.a

CURRENT STATUS OF TRAFFIC SIGNAL PROJECTS - 1979

A) Contracts awarded late 1978 :

LOCATION	STATUS
Eglinton Avenue - Maingate Drive (17 211 78145)	Complete
Southdown Road - Truscott Drive (17 211 78146)	Complete

B) Contracts awarded 1979 :

LOCATION	STATUS
Aquitaine Avenue - Glen Erin Drive (17 211 79093)	Under construction
Battleford Road - Glen Erin Drive (17 211 79092)	Under construction
Bloor Street - Mississauga Valley Blvd (17 211 79051)	Signals installed
Bromsgrove Road/Hartland Drive - Southdown Road (17 211 79077)	Contractor executing documents
Burnhamthorpe Road - Wolfedale Road (17 211 74100)	*Modifications under construction
Central Parkway East - Mississauga Valley Blvd (west intersection) (17 211 78166)	Signals installed
Collegeway, The - Glen Erin Drive (17 211 79107)	Contractor executing documents
Dixie Plaza Access - South Service Road (17 211 79104)	Contractor executing documents
Dundas Street - Co-ordination of Traffic Signals (17 211 79100)	Commence work letter sent Oct. 9, 1979)
Dundas Street - Credit Woodlands	*Modifications complete
Erin Mills Parkway - Millcreek Drive (17 211 79084)	Under construction
Glen Erin Drive - Montevideo Road (17 211 79098)	Tenders close Oct. 16, 1979)
Goreway Drive - Jolliffe Avenue (17 211 78113)	Under construction
Lakeshore Road/Royal Windsor Drive - Southdown Road (17 211 79099)	Executing by Council
Lakeshore Road - Shaw Drive (modernization) (17 211 75108)	Under construction (incl. with Lakeshore Road improvements)

* By developer

Controller Replacement

Dundas Street - Stanfield Road (16 111 74102)	Advance green - under construction
Erin Mills Parkway/Mississauga Road - Turner Valley Road (16 111 76142)	Advance green - under construction
Mississauga Road - Argentia Road (16 111 76142)	Advance green - complete

C) Remaining work for 1979 :

LOCATION	STATUS
Burnhamthorpe Road - Mavis Road	Advance green
Drew Road - Torbram Road	New signals
Dundas Street - Kirwin Avenue	Advance green
Eglinton Avenue - Winston Churchill Blvd	New signals

City of Mississauga Our file : 11 321 81001
11 121 00007
11 141 00039

MEMORANDUM

H.

JM

To The Chairman and Members of
Dept. Public Works Committee

From W. P. Taylor, P. Eng., Commissioner,
Dept. Engineering and Works Department

October 19, 1979

SUBJECT : Reconstruction of Caven Street and Third Street

ORIGIN : Petition from residents - Request for Report No. 353-79.

COMMENTS : We have received a petition from the residents of Caven Street and Third Street (west of Cawthra Road) requesting the reconstruction of the road systems as a Capital Works undertaking.

The petition cites the following five concerns:

a) Flooding of low areas in Spring and Fall,
b) Broken drainage facilities (headwalls, etc.)
c) Reconstruction of Caven Street and Third Street previously considered but removed due to budget constraints.
d) High density area generating heavy vehicular movement.
e) Taxes generated from the apartments and residential units in the area should provide sufficient funds to initiate improvement.

Caven Street and Third Street both appear in the 1978 update of the Road Needs Study in the 1 - 5 year deficiency category. The type of deficiency has been detailed as inadequate structurally and in vehicular capacity. The recommendation indicates complete reconstruction to a curb and gutter section.

The reconstruction of Caven Street was originally proposed in the 1976 Capital Works Budget. The project was deferred during budget considerations due to financial constraints and other higher priority programmes.

The estimated gross cost of reconstructing Caven Street and Third Street (west of Cawthra Road) - a total length of 2,400 lin.ft. is approximately $280,000.00.

RECEIVED
REGISTRY No. 2734
DATE OCT 25 1979
FILE No. 49-79
18-79
CLERKS DEPARTMENT

..... continued .....

FORM 145

4.a

To: The Chairman & Members of
the Public Works Committee

October 19, 1979

RECOMMENDATION: That the reconstruction of Caven Street and Third Street (west of Cawthra Road) be considered in the 1980 - 1984 Capital Budget and initially placed in the 1982 Capital Budget for discussion during the Capital Budget Review by Council.

W. P. Taylor, P. Eng.,
Commissioner,
Engineering and Works Department.

cc: City Manager
Commissioner of Planning
Commissioner of Finance
Commissioner of Rec. & Parks
Commissioner of Building

H.6

PETITION

TO, HAROLD KENNEDY, COUNCILLOR
1 CITY CENTRE DRIVE,
MISSISSAUGA, ONTARIO.

JUL 25 197

We, the residents of Caven Street and Third Street, (west of Cawthra) do hereby petition the Council of the City of Mississauga to reconstruct Caven and Third Streets for the following reasons:

1. Because of low-lying areas, serious flooding occurs, particularly in the Spring with run-off, and in the Fall when heavy rains cannot drain away.

2. Nearly all headwalls are broken from frost heaving which also prevents normal drainage.

3. The reconstruction has been in the Capital Budget previously, recognizing the priority, but was removed during Budget considerations.

4. The high density apartment development using this street, makes for high cost maintenance.

5. The taxes generated by 5 to 10 years by the apartment and more than 40 years by the single family units have produced sufficient dollars to qualify this area for some improvement.

Name (please print)	Address	Phone #	Signature
MR + MRS SEMENYK	[illegible] ST	[illegible]	[illegible]
MR & MRS CRANE	1062 CAVEN ST	27X-7[illegible]	[illegible]
V. Raju	6[illegible]	[illegible]	[illegible]
J. P. LEMICK	633 3RD ST.	274 5[illegible]	[illegible]
MR + MRS [illegible]	650 THIRD ST	27[illegible]	[illegible]
MR & MRS [illegible]	645 THIRD ST.	27[illegible]	[illegible]
[illegible]	641 THIRD ST	278 3145	[illegible]
[illegible]	639 THIRD ST	2781168	[illegible]
[illegible]	637 THIRD ST	2787686	[illegible]
PETER [illegible]	1107 CAVEN ST	27[illegible]	[illegible]
HOLOCHUK	1072 CAVEN	279 5[illegible]	[illegible]
MUNSHAW	1036 CAVEN	278 0[illegible]	[illegible]

Date: July 23/79

Submitted by Petitioners' Representative:

(name) Mr. & Mrs. W. Semenyk
1081 Caven St.
Mississauga L5G 4J3

(address)

(phone #) 275-4561

Page. No. 2 to the Petition dated July 23/79 submitted to the Council of The Corporation of the City of Mississauga regarding Reconstruction of Cavan St + Third St

H.C

Name (please print)	Address	Phone #	Signature
CIANNITSOS C.	1047 CAVEN S	274-0258	C. Giannitsos
FLO GANE	1041 CAVEN ST	278-3792	F. Gane
LOREN VEY	1035 CAVAN ST	278-5001	Loren Vey
Nancy Coopernol	1031 CAVEN ST	274-7722	
F. Williams	1027 Cavan ST.	274-4763	
Mr. & Mrs. Paul Gobkovich	1023 Cavan St	278-9150	[illegible]
Mr. & Mrs. C. McQuaker	1055 CAVEN ST.	278-5163	[illegible]

No. ___ to the Petition dated ______________ submitted to the Council of The Corporation of the City of Mississauga regarding

Reconstruction of Caven Street and [illegible] St.

H.d

Name (please print)	Address	Phone #	Signature
Fargano Angelo	1110 Caven ST	2720644	A. Fargano
Elda Porelli	1110 CAVEN ST	278-2046	
Nancy Machilla	1110 Caven St.	271-0483	[illegible]
Kristina Vantics	1110 CAVEN St.	274-2262	[illegible]
Rosanda Guerriera	1110 CAVEN ST	271-5911	R. Guerriero
[illegible]	[illegible]	[illegible]	[illegible]
Thomas James	1110 Caven St	2741985	Thomas James
Kathy Maxey	1110 Caven St	271-5124	Kathy Maxey
Lois Brandl	1110 Caven St #411	274-4259	
MRS. MURRAY	1110 CAVEN ST. 904	271-1355	Shirley Murray
MR GILROY	1110 CAVEN ST SECURITY	274-9427	J. Gilroy

[redacted] No. 2 to the Petition dated [illegible] submitted to the Council of The Corporation of the City of Mississauga regarding Reconstruction of Caven St. and Third Street.

H.e.;

Name (please print)	Address	Phone #	Signature
MARK GRENNILL	1110 CAVEN ST.	278-8050	Mark Grennill
JANICE LENICK	1110 CAVEN ST.	278-8050	J. Lenick
NICOLETTA ALIDI	1110 CAVEN ST	274-6002	[illegible]
Debra Henry	1110 Caven St.	274-4059	D Henry
Sylvia King	1110 Caven St	274 4059	S. King
Mary Jackson	1110 Caven St	[illegible]	M Jackson
[illegible]	[illegible]	[illegible]	[illegible]
Colleen McGuinness	1110 Caven Street	274-4054	Colleen McGuinness
[illegible]	1110 Caven Street	274-[illegible]	[illegible]
Lynn Hirano	1110 Caven St #301	274-6351	Lynn Hirano
Richard Lee	1110 Caven St. #910	274-6774	Richard Lee
Rose Bonelli	1110 Caven #513	274-0479	
[illegible]	1110 Caven St #70[illegible]	274-9514	
[illegible]	1110 Caven #07	271-1339	[illegible]
[illegible]	1110 CAVEN	278-8055	
[illegible]	1110 -"-	274-8657	
Jackie Bettinaudo	1110 Caven	278-4647	Jackie Bettinaudo
Allan Dickie	1110 CAVEN #1213	274-4031	Allan Dickie
[illegible]	G13	274-5857	
[illegible]	1110 CAVEN	278-2857	[illegible]
[illegible]	1110 Caven #601		[illegible]
[illegible]	1110 Caven 1104	274-9231	[illegible]
[illegible]	" " F12	211 0515	[illegible]
G. Matthews	1110 Caven St #713	278.6624	G MATTHEWS
M S Matthews	1110 Caven St #313	274-6624	M S. MATTHEWS
[illegible]	1110 Caven St 1210	-	[illegible]
[illegible]	1110 Caven St [illegible]	271-0154	
[illegible]	" 502	278-56[illegible]	
[illegible]	1110 Caven St #713	274-4[illegible]	
[illegible]	1110 CAVEN ST 805	271-04[illegible]	
[illegible]	1110 Caven #304		
[illegible]	1110 Caven	271-[illegible]	[illegible]
[illegible]	1110 CAVEN	2740444	F. TESORO

[redacted]s No. 2 to the Petition dated [illegible] submitted to the Council of The Corporation of the City of Mississauga regarding

Reconstruction of Cawan St and Third Street

Name (please print)	Address	Phone #	Signature
Dean Way	1060 Cawan St	278-8001	Dean Way
Mike Bondarchuk	1060 Cawan St	274-4846	Mike Bondarchuk
DANNY STEINBAUGH	1060 CAWAN ST	274-9187	Danny Steinbaugh
[illegible]	1060 Cawan St	274-1229	[illegible]
[illegible] Bieper	1060 Cawan St	274-9714	[illegible] Bieper
IRENE GUITAR	1060 Cawan St	[illegible]	Irene Guitar
Garnett McDaniel	1060 Cawan St	[illegible]	[illegible]
Jean Miles	1060 Cawan	274-[illegible]	[illegible]
[illegible]	1060 Cawan St.		[illegible]
DAVE MELZNER	[illegible] Cawan St.		[illegible]
Friedrich [illegible]	1060 Cawan St	274-[illegible]	[illegible]
HEATHER ALLAN	[illegible]		Heather Allan
M.J. [illegible]	1060 Cawan St	[illegible]	[illegible]

City of Mississauga

MEMORANDUM

5.

To: J. MURRAY, COORDINATOR,

Dept. PUBLIC WORKS COMMITTEE

From: COUNCILLOR F. McKECHNIE

Dept. WARD 5

October 23, 1979

Re: McDonald's Restaurant -
Derry Road and Goreway Drive

Please arrange to have the attached report included on the next Public Works Committee agenda which is scheduled for November 1st, for comment and recommendation to General Committee for the further referral to the Region of Peel.

At this time I would like to mention that there is a raised median strip at this area of Derry Road East which effectively prevents a left turn out of McDonald's lot.

Implementation of this report by the Region will necessitate (at the McDonald's cost) the bus bay being moved easterly, therefore the report should be referred to Transit as well.

Frank / F. McKechnie

/ah

cc: E. Halliday, City Manager
W. P. Taylor, Commissioner of Engineering and Works

RECEIVED
REGISTRY No. 2733
DATE OCT 25 1979
FILE No. 18-79
CLERK'S DEPARTMENT

City of Mississauga

MEMORANDUM

FILE REF : 13 211 00040

5.a

To: Councillor F.J. McKechnie
Ward 5
Dept.

From: William P. Taylor, P.Eng., Commissioner
Engineering and Works
Dept.

RECEIVED
OCT 18 1979

October 3, 1979

re : McDonald's Restaurant -
Derry Road and Goreway Drive

This refers to your request for a review of the suggested additional access driveway from this restaurant to Derry Road. Our review indicates that such an access driveway would improve traffic conditions at the Goreway Drive access. However, any approval of such an access should be conditional upon the following :

a) Any access to Derry Road should be limited to right-in and right-out movements only.

b) Modifications to traffic circulation on the site which may be requested by the City and Region traffic sections (following a complete review with McDonald's representatives) are to be undertaken by McDonald's.

c) All costs related to the new access and any alterations required as a result are the responsibility of McDonald's Restaurants.

Our conclusion is based upon a number of factors, as follows :

1. The existing driveway is very heavily used.

		Fri. Oct. 14, 77	Thurs. Aug 23, 79
Total vehicles entering	Noon - 1 pm	260	185
	5 pm - 6 pm	144	99
Total vehicles exiting	Noon - 1 pm	249	212
	5 pm - 6 pm	113	83

2. According to the August 23, 1979 observations, a significant percentage of the entering traffic approached from the north or west, and left to the east. This traffic could utilize the proposed Derry Road driveway.

	% of Total Traffic		
	Entering		Exiting
	From North	From West	To East
Noon - 1 pm	23%	47%	22%
5 pm - 6 pm	23%	31%	19%

continued ...

FORM 145

5.b

3. There have been 10 accidents at this driveway between January 1, 1977 and July 1, 1979. 6 of the 10 collisions involved southbound left-turns.

I trust this is the information you require.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

cc : E.M. Halliday
W.J. Anderson

RSW:jb

FILE REF: 11 141 00039
11 161 00011
13 211 00011

6. Jon

City of Mississauga

MEMORANDUM

To Chairman and Members of the Public Works Committee
Dept. City of Mississauga

From William P. Taylor, P. Eng., Commissioner
Dept. Engineering and Works

October 17, 1979

LADIES & GENTLEMEN:

SUBJECT: No heavy trucks - residential area south of Q.E.W., north of Royal Windsor Drive, east of Winston Churchill Boulevard, and west of Southdown Road.

ORIGIN: Mrs. Mapplebeck of 2485 Padstow Crescent.

COMMENTS: We have received a complaint from a resident that heavy trucks are infiltrating the residential area south of the Q.E.W. and west of Southdown Road (plan attached). A review of the truck regulations for this area has revealed that Benedet Drive, Bromsgrove Road, and Stockholm Road have not been legislated.

Only the perimeter of a residential area requires No Heavy Truck signing. To place signs on Benedet Drive, Bromsgrove Road, and Stockholm Road would encircle this area with truck prohibition signing.

RECOMMENDATIONS:

1) That No Heavy Truck signs be installed on Benedet Drive, Bromsgrove Road, and Stockholm Road.

2) That the attached draft by-law to amend Traffic By-Law No. 444-79, as amended, be approved.

William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

JL:mk
Att.

RECEIVED
REGISTRY No. 2645
DATE OCT 26 1979
FILE No. 86-79
CLERK'S DEPARTMENT

FORM 145

6.a

CITY OF MISSISSAUGA

Engineering Department

Traffic Section

"NO HEAVY TRUCK SIGNING Z-11 AREA"

FILE REF: 11 141 00039
13 211 00014

City of Mississauga

MEMORANDUM

7.

To Chairman and Members of the Public Works Committee
Dept. City of Mississauga

From William P. Taylor, P. Eng., Commissioner
Dept. Engineering and Works

Request No. 314-79
Clerk's File No. 86-79

October 24, 1979

LADIES & GENTLEMEN:

SUBJECT: Request to review all traffic control measures in Z-14 bounded by the Q.E.W., Hurontario Street, Dundas Street, and Cawthra Road.

ORIGIN: This request was as a result of a recommendation which was adopted from a previous report dated August 14, 1979.

COMMENTS: A complete review of all traffic control measures has been carried out in Z-14. We are satisfied in general that all traffic control measures at the present time are adequate.

In our survey, several signs were noted to be missing and will be replaced immediately. One of our original concerns for performing this survey was to ascertain any problems on Tedwyn Drive with respect to transit and on-street parking. This however, has not proven a problem to date.

We are also dealing with three separate parking concerns which we shall be reporting on in the near future by individual reports.

RECOMMENDATION: That the attached report be received.

William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

JKM:mk
Att.

c.c. E.M. Halliday
All Commissioners

RECEIVED
REGISTRY No. 2842
DATE OCT 29 1979
FILE No. 86-79
CLERK'S DEPARTMENT

FORM 145

8.

City of Mississauga

MEMORANDUM

Files: 11 121 00015
11 141 00039
11 321 80001

To The Chairman and Members of the Public Works Committee

Dept.

From Mr. William P. Taylor, Commissioner

Dept. Engineering and Works

REQUEST NO. 312-79
Clerk's Files: 3-79 & 6-79

October 25, 1979

SUBJECT: Paisley Boulevard West between Goodison Avenue and Antigua Road - Floradale Public School.

ORIGIN: Engineering and Works Department.

COMMENTS: City Council at its meeting held on August 13, 1979 adopted the following recommendation of the Public Works Committee meeting held on August 2, 1979 which reads as follows:

"(b) That the Commissioner of Engineering and Works meet with representatives of the Board of Education to deal with the complaints regarding access to Floradale Public School by school children approaching from the west and the condition of the vacant lands adjacent to the school and report back to the Public Works Committee."

We have discussed this matter with Mr. D. P. Wilkinson, Superintendent of Schools, Plant, who also discussed the matter with the principal of the school.

As a result of that meeting, attached is a letter from Mr. Wilkinson outlining the concerns.

As far as access from the west is concerned, this matter could be resolved by the construction of a temporary asphalt walkway until such time as Paisley Boulevard is constructed. We would suggest that consideration be given to the construction of this sidewalk in the 1980 Sidewalk Construction Programme.

With respect to the additional barriers to prevent vehicular access using the unopened portion of Paisley Boulevard, we can erect a steel beam guide rail immediately to accomplish this request.

As far as encroachment of top soil on City property and the growth of Goldenrod is concerned, this matter will be dealt with by our By-law Enforcement Section.

..2.

FORM#145

8.a

The Chairman and Members of the
Public Works Committee
October 25, 1979
Page 2

Subject: Paisley Boulevard West —

RECOMMENDATIONS:

1. That consideration be given to the construction of a temporary asphalt walkway on Paisley Boulevard across the Floradale School frontage and the Heck frontage in the 1980 Sidewalk Construction Programme.

2. That the By-law Section of the Building Department be requested to resolve the problem of the top soil encroachment on City property and the growth of Goldenrod on the Heck property in conjunction with the City's Weed Inspector.

3. That permanent barricades be installed at each end of the unopened portion of Paisley Boulevard immediately to prevent traffic using this incompleted section until such time as the road is permanently opened and constructed to municipal standards.

AEM:dw
Attach.

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday
All Commissioners
Mr. T. L. Julian
Mrs. L. Heaps

RECEIVED
REGISTRY No. 2841
DATE OCT 29 1979
FILE No. 3-79
CLERK'S DEPARTMENT

8.b

PEEL BOARD OF EDUCATION

Director of Education and Secretary
J. A. Fraser, B.A., M.Ed.

Superintendent of Academic Affairs
C. L. Dobson, M.A.

Superintendent of Business Affairs and Treasurer
H. J. A. Brown, B.A.

September 14, 1979

File Ref: FLORADALE P.S.

ENGINEERING WORKS & L. S. DEPT.
RECEIVED FILE
SEP 18 1979

Route To	Initials	Date
AEM		

Mr. A.E. McDonald, P.Eng.,
Director of Maintenance Engineering,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

Dear Mr. McDonald:

Following our meeting of September 5th, I have visited the school and had discussions with the principal, Mr. ~~C. Badame, who is~~ very familiar with the situation and also with the feelings of the community.

Several points emerged:

1. I understand that Heck proposes to have about five (5) lots eventually fronting on the south side on Floradale when it is completed, therefore it would not appear sensible to request that this section be fenced.

2. the pile of top soil is encroaching on City property on the south side

3. vehicular traffic is using this uncompleted section of Floradale

4. there is considerable growth of golden rod on the Heck property adjacent to the school, perhaps you would be kind enough to bring this to the attention of the appropriate person within your department.

The problems raised by residents regarding access from the west and the concerns of the principal could be resolved by simply completing the sidewalk across the school and Heck frontage - presumably this will be built one day. In addition, some additional barriers should be provided to prevent vehicular access until you decide to complete the roadway.

cont'd. 2

8.c

I look forward to your response as there is considerable concern both at the school and the community.

Yours truly,

D.P. Wilkinson, P.Eng
Superintendent of Schools, Plant

DPW/nw

c.c. Mr. G. Badame
Mr. Harry R. Harrower
Mr. T. McAuliffe

City of Mississauga

MEMORANDUM

FILES: 16 111 73060
11 141 00039

9.

To Chairman and Members

Dept. Public Works Committee

From William P. Taylor

Dept. Engineering and Works

October 25, 1979.

SUBJECT: Assumption of the municipal works as provided in the Corolla Subdivision, Plan M-64, located east of Cawthra Road and south of The Queensway.

ORIGIN: Engineering Agreement among Corolla Investments Limited, the City of Mississauga and the Regional Municipality of Peel Dated January 9, 1975.

COMMENTS: As far as this Department is concerned, the Developer has complied with all requirements as outlined within the Engineering Agreement for Plan M-64, with the exception of some minor sodding.

In lieu of providing the sodding, a cash contribution will be provided to the City to complete these works. Based on current prices, we find that $ 300.00 will be sufficient.

RECOMMENDATIONS:

1. That a cash contribution in the amount of $300.00 be accepted in lieu of the Developer completing the minor sodding.
2. That the municipal works as provided by the Engineering Agreement for Plan M-64 be assumed.
3. That the Developer's securities be returned to him.
4. That a by-law be passed by the City establishing Harcourt Crescent as public highway and as part of the municipal highway system of the City of Mississauga.

William P. Taylor, P.Eng.,
Commissioner.

/cm
Attchs.

cc: E. M. Halliday
K. Cowan
L. Love
R. Edmunds
D. Ogilvie

RECEIVED
REGISTRY No. 2840
DATE OCT 29 1979
FILE No. M64
CLERK'S DEPARTMENT

FORM 145

10.

PUBLIC WORKS

DATE: OCTOBER 29, 1979

SUMMARY OF UNFINISHED BUSINESS

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
306-77	Eng & Works	A general purpose Emergency Control Plan and By-law	G.C. Nov. 9/77, Item 1461 (a),(c)	Nov. 30/79	14
43-78	Eng. & Works and	Flood Plain Management Alternatives in Ontario	G.C. Item 223, Feb.15/78	Jan. 10/80	7
108-78	Eng. & Works and Rec. & Parks & Clerk's	Region of Peel Erosion Inventory and Priority Study	Council, Apr.24/78	Sept.15/80	7
114-78	Eng. & Works	Spill Control Contingency Plan for Oil and Other Hazardous Materials	Letter dated May 3/78 from Region	Nov. 10/79	8
279-78	Manager's	Policy-Funds for deferred sidewalk construction	Council Oct/30/78, Res. #607	Oct. 25/79	3
29-79	Eng. & Works	Removal of snow from cul-de-sacs and courts	Mayor McCallion's memo dated Jan.24/79	Nov. 18/79	4
34-79	Eng. & Works	Snow Removal - Regional Roads	Memo dated Jan.25/79 from Councillor McKechnie	Nov. 18/79	4
62-79	Eng. & Works	Items deleted because of reduction in watercourse & channel improvements Budget	Budget Discussions of Feb.15/79	Oct. 30/79	3
64-79	Eng. & Works	Productivity of labour related functions when carried out by City forces.	Budget Discussions of Feb.14/79	Dec. 28/79	3
65-79	Eng. & Works	Security problems at Works Yards	Budget Discussions of Feb.13/79	Dec. 28/79	3
73-79	Eng. & Works	Review of Street Light Maintenance Programme	Council, Feb.26/79, Res.#160	Dec. 28/79	3
75-79	Eng. & Works	Subject of recycling	Council, Feb.26/79, Res.#160	Dec. 28/79	3

PUBLIC WORKS

DATE: OCTOBER 29, 1979

SUMMARY OF UNFINISHED BUSINESS

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
76-79	Eng. & Works	Review of yard bins once sanitary landfill site on Britannia Rd. is in operation	Council, Feb.26/79, Res.#160	March 15/80	2
78-79	Eng. & Works	Review of policy regarding snow removal for elderly residents	Council, Feb.26/79, Res.#160	Nov. 28/79	3
82-79	Eng. & Works	Roadside mowing & roadside weed control	Council, Feb.26/79, Res.#162	March 15/80	4
161-79	Eng. & Works	Credit Woodlands Pilot Project	Traffic Safety Council of March 28/79	Dec. 15/79	1
166-79	Eng. & Works	Sidewalk Snow Clearance	Letter from C.J. Mackie dated April 12/79	Nov. 18/79	2
190-79	Eng. & Works	Study of Long Term Needs etc.	Council April 23/79-Res.#284	Nov. 10/79	1
193-79	Eng. & Works	All sidewalks that will be plowed by City forces	Public Works Committee April 20/79	Nov. 18/79	2
311-79	Eng. & Works	Dunbourne Holdings, Heldar Holdings, Whitehall Developments & Sylco Const. proposals of a cost sharing program so that the owners of lands north of Meadows Blvd. will not have to pay for the full cost.	Public Works Committee August 2/79	Dec. 15/79	1
313-79	Eng. & Works	Alternative Noise Abatement structures re. Lots 410, 411 and 421, Plan M-120 (Cadillac Fairview Corp.)	Public Works Committee August 2/79	Oct. 31/79	1

10.3

10.6

PUBLIC WORKS

DATE: OCTOBER 29, 1979

SUMMARY OF UNFINISHED BUSINESS

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
340-79	Eng. & Works	Procedure to require residents to cut grass on boulevards in 1980	G.C. August 15/79-Item #1400	Dec. 15/79	0
341-79	Eng. & Works	Snow and ice removal from City sidewalks	G.C. August 15/79-Item #1401	Jan. 15/80	0
346-79	Planning	Noise Abatement Features on Queen Elizabeth Way in City of Mississauga	Public Works Committee of Aug.17/79	Oct.31/79	2
349-79	Eng. & Works and Rec. & Parks	Weed Spraying Programme	Letter dated Aug.15/79 from Mr.T. Shaw	Nov. 13/79	0
359-79	Eng. & Works	4-Way Stop at Glenburnie/ Indian Valley Trail	Letter dated Sept.17/79 from Mr. W. G. Bristow	Nov. 28/79	0
361-79	Eng. & Works	Speed Limit on Winston Churchill Boulevard	Public Works Committee of Sept. 6/79	Nov. 28/79	0
372-79	Eng. & Works	Parking regulations on City streets and their enforcement	Letter dated Sept. 15/79 from Mr. Linsdell	Jan. 11/80	0
373-79	Eng. & Works and Building	Procedure for accepting applications and processing thereof for water and sewer connections, and septic tank installations.	Letter dated Sept. 28/79 from Region of Peel	Nov. 18/79	0
	Eng. & Works Dept. to co-ordinate report				
374-79	Eng. & Works	Winter maintenance operations/snow plowing	Letter dated Sept. 28/79 from Region of Peel	Nov. 18/80	0
383-79	Clerk's	Rosnor Dev. Ltd. - acquisition of lands owned by Mr. Robert Roberty-Hickory Drive	Public Works Comm. of Sept. 6/79	Dec. 3/79	0
385-79	Eng. & Works	Three hour parking time limit on Gananoque Drive between Glen Erin Drive and Bilbao Lane	Council, Oct. 9/79	Dec. 18/79	0
392-79	Eng. & Works	Municipal Bridge Appraisals 7-9 Ton and 10-17 Ton categories not already scheduled for repairs	Letter dated Oct. 17/79 from M.T.C.- H. Orlando	----------	-----

PUBLIC WORKS
OCTOBER 29, 1979

OTHER MATTERS

SUBJECT	SOURCE	COMMENTS
Rutledge Road Land Acquisition	Feb. 24/78, memo from H. McCallion to W.P. Taylor	Not a public road, funds have not been included in the 5 year Capital Budget
Financial arrangements for Shady Lawn Court Erosion Control Project.	General Committee July 21, 1978	Residents have entered into agreement with C.V.C.A. on property to carry out works Legal Dept. has prepared an agr. for their share of the cost Legal proceeding to have individuals sign agr.
Report on proposed developments where the two $2300. per acre levies to be received are less than the cost of works related to roads and storm drainage set out in the Consolidated Report	G.C. July 6, 1977, Rec. #933	C.V.C.A has money in 1979 budget to carry out works, failing this monies will be available in 1980 Budget.
Investigate using funds deposited in lieu of sidewalk construction for repair of sidewalks		Report expected from Commissioner of Finance for Capital Budget Discussions
Mimico Creek Storm Sewer (Carlingview Drive) Transport Canada was requested to pay City's usual storm sewer levy. Awaiting comments from D.O.T.	General Committee, Dec.6/78 Rec. #1587	
Request from Canadian Transport Comm. to give consideration to requiring the CPR to contribute a sum equal to 5% of the total cost of the project eligible for subsidy.	Public Works Committee, March 1/79	Awaiting reply from the C.T.C.
Open Cut Permits	Public Works Committee April 20/79	To be reviewed in 2 years
Field Testing by MacLean-Hunter prototype connector housing	Public Works Committee April 20/79	Report is to be submitted prior to March 1980

10.C

p.01

PUBLIC WORKS
OCTOBER 29, 1979

OTHER MATTERS

SUBJECT	SOURCE	COMMENTS
1979 Maintenance Expenditures	Public Works Committee Sept. 6/79	Report is being prepared by Eng. Dept.
Assumption of Services - M-59	Public Works Committee Sept. 21/79	Awaiting list of outstanding matters from ratepayers' association

MATTERS CONSIDERED:

1. Report dated October 15, 1979 from the Commissioner of Engineering and Works regarding a Seminar on Transportation and Energy Management sponsored by the Province of Ontario, to which Mr. Taylor and Mr. Dowling, Transit Manager, had been designated by Council to attend. In his report, Mr. Taylor advised that he would be pleased to have the views of the Committee on Transportation and Energy Management and is prepared to report back to the Committee after the Seminar has been held. Mr. Taylor recommended that his report be received.

File: 38-79 Recommendation #187 (Councillor Taylor)

RECEIVED

2. Report dated October 16, 1979 from the Commissioner of Engineering and Works regarding the construction of a concrete sidewalk on Aimco Boulevard and Matheson Boulevard in Ward 5. In his report, Mr. Taylor advised that subject to the Subdivision Agreements for these lands, the Developers, Inducon-McLennan(R.P. 928) and Siscoe Metals of Ontario Limited, (R.P. 924) are required to pay $5.00 per lineal foot towards the cost of construction of sidewalks on one side of all streets in these subdivisions. Mr. Taylor further advised that Siscoe Metals of Ontario Limited have already paid the amount of $28,553.00 for this assessment. Therefore, Mr. Taylor recommended:

a) That Inducon-McLennan, R.P.928, be notified that the City of Mississauga is requesting payment of the $5.00 per lineal foot for sidewalks, in order that in 1980, sidewalks can be constructed on Matheson Boulevard, Aimco Boulevard and other streets in the area as approved by Council, in the amount of $25,683.00, to be paid to the City of Mississauga by December 31, 1979.

b) That sidewalks be constructed on one side of the roads in the Inducon-McLennan Industrial Development (R.P.928) and the Siscoe Metals of Ontario Limited Industrial Subdivision, (R.P.924) east of Dixie Road, north of Aimco Boulevard from funds received from Inducon-McLennan and Siscoe Metals of Ontario Limited in the 1980 Sidewalk Construction Programme in accordance with the priorities established for sidewalk construction as recommended by the Traffic Safety Council, and established in the 1980 Capital Budget.

The Committee endorsed Mr. Taylor's recommendation in this regard.

Files: R.P.928 Recommendation #188 (Councillor Taylor)
R.P.924

APPROVED

3. Report dated October 15,1979 from the Commissioner of Engineering and Works regarding the current status of traffic signal reports for the year 1979 as requested by Councillor Dear at the Council meeting on September 24, 1979. Mr. Taylor requested that his report be received.

At the meeting, Mr. McDonald, Deputy Commissioner of Engineering and Works, confirmed that at this time there is no unallocated money left for additional projects in 1979, Traffic Signal Installation Account.

The Committee endorsed Mr. Taylor's recommendation in this regard.

File: 86-79 Recommendation #189 (Councillor Taylor)

RECEIVED

4. Report dated October 19, 1979 from the Commissioner of Engineering and Works regarding a petition from residents for the reconstruction of Caven Street and Third Street in Ward 1. In his report, Mr. Taylor advised that the petition outlined a number of concerns from residents and confirmed that the reconstruction of Caven Street was originally proposed in the 1976 Capital Works Budget but had been deferred due to budget considerations and higher priority programmes. Further, Mr. Taylor advised that Caven Street and Third Street both appeared in the 1978 updated Road Needs Study, in the 1-5 year deficiency category. Mr. Taylor further advised that the estimated cost of reconstructing Caven Street and Third Street, west of Cawthra Road, is approximately $280,000.00. Therefore, Mr. Taylor recommended:

> "That the reconstruction of Caven Street and Third Street (west of Cawthra Road) be considered in the 1980-1984 Capital Budget and initially placed in the 1982 Capital Budget for discussion during the Capital Budget review by Council."

Mr. Martin asked why it is proposed that this reconstruction be delayed until 1982. The Deputy Commissioner of Engineering and Works advised the Committee that the 1980 and 1981 reconstruction projects have been committed for subsidy and 1982 is the earliest that this work can be considered.

The Committee endorsed Mr. Taylor's recommendation in this regard.

Files: 49-79 Recommendation #190 (Councillor Mahoney)
18-79

APPROVED

5. Memo dated October 23, 1979 from Councillor F. McKechnie regarding an additional access driveway to McDonald's Restaurant on Derry Road, east of Goreway Drive. The Commissioner of Engineering and Works, in correspondence dated October 3, 1979 to Councillor McKechnie, indicated that such an access driveway would improve traffic conditions at the Goreway Drive access but indicated that:

   a) any access to Derry Road should be limited to "Right In" and "Right Out" only.

   b) modifications to traffic circulation which may be requested by the City of Mississauga and Region of Peel, are to be undertaken by McDonald's Restaurant Limited.

   c) any costs related to such modifications are the responsibility of McDonald's Restaurant Limited.

   The Deputy Commissioner of Engineering and Works advised the Committee that Councillor McKechnie had requested comments from the Engineering Department regarding a secondary access onto Derry Road and that the Engineering Department felt this proposal had some merit. However, Mr. McDonald further advised that Region of Peel staff opposes this proposal, therefore, Councillor McKechnie requested that the Public Works Committee recommend a second access subject to the conditions outlined by Mr. McDonald.

   After some consideration in this regard, the Committee endorsed Councillor McKechnie's request.

   File: 18-79 Recommendation #191 (Councillor Mahoney)

6. Report dated October 17, 1979 from the Commissioner of Engineering and Works regarding a prohibition of heavy trucks in the residential area south of the Queen Elizabeth Way between Winston Churchill Boulevard and Southdown Road. In his report, Mr. Taylor advised that he had received a verbal complaint from a resident that heavy vehicles are using residential roads in this area and Mr. Taylor recommended:

   "That "No Heavy Trucks" signs be installed on Benedet Drive, Bromsgrove Road and Stockholm Road where these roads intersect with Winston Churchill Boulevard and that the Traffic By-law #444-79, as amended, be so amended."

   The Committee endorsed Mr. Taylor's recommendation in this regard.

   File: 86-79 Recommendation #192 (A. Nemetz)

   APPROVED

7. Report dated October 24, 1979 from the Commissioner of Engineering and Works regarding a complete review of all traffic control measures between the Queen Elizabeth Way and Dundas Street East, east of Hurontario Street and west of Cawthra Road. In his report, Mr. Taylor advised that one of the original concerns was to ascertain if any problems existed on Tedwyn Drive insofar as on-street parking, interfering with public transit vehicles, was concerned. Mr. Taylor indicated that this had not proven to be a problem to date and recommended that his report be received.

   The Committee endorsed Mr. Taylor's recommendation in this regard.

   File: 86-79 Recommendation #193 (Councillor Mahoney)

   RECEIVED

8. Report dated October 25, 1979 from the Commissioner of Engineering and Works regarding a meeting he had with Mr. D. P. Wilkinson, Superintendent of Schools, Plant, Peel Board of Education, regarding access to Floradale Public School by school children approaching from the west. In his report, Mr. Taylor advised that Mr. Wilkinson, in a letter dated September 14, 1979, a copy of which was attached to the agenda, made certain proposals which Mr. Taylor endorsed. Therefore, Mr. Taylor recommended:

   a) That consideration be given to the construction of a temporary asphalt walkway on Paisley Boulevard across the Floradale School frontage and the Heck frontage in the 1980 Sidewalk Construction Programme.

   b) That the By-law Section of the Building Department be requested to resolve the problem of the top soil encroachment on City property and the growth of goldenrod on the Heck property in conjunction with the City's Weed Inspector.

   c) That permanent barricades be installed at each end of the unopened portion of Paisley Boulevard immediately to prevent traffic using this incompleted section until such time as the road is permanently opened and constructed to municipal standards.

   The Deputy Commissioner of Engineering and Works confirmed Councillor Taylor's inquiry that the money allocated from the 1979 Sidewalk Programme has been committed in its entirety. The Committee endorsed Mr. Taylor's recommendation in this regard.

   Files: 3-79 Recommendation #194 (Councillor Taylor)
   6-79

   APPROVED

9. Report dated October 25, 1979 from the Commissioner of Engineering and Works regarding the assumption of municipal works as provided for in the Engineering Agreement dated January 9, 1975, R.P. M-64, Corolla Subdivision, located east of Cawthra Road and south of the Queensway. Mr. Taylor recommended:

   a) That a cash contribution in the amount of $300.00 be accepted in lieu of the Developer, Corolla Investments, completing minor outstanding sodding in R.P. M-64.

   b) That the municipal works for R.P. M-64 be assumed as provided for in the Engineering Agreement dated January 9, 1975 between Corolla Investments, the City of Mississauga and the Regional Municipality of Peel.

   c) That the securities deposited with the Municipality, subject to the Engineering Agreement, be returned to the Developer, Corolla Investments.

   d) That a by-law be enacted establishing Harcourt Crescent as a public highway and part of the municipal highway system of the City of Mississauga.

   The Committee endorsed Mr. Taylor's recommendation in this regard.

   File: R.P. M-64 Recommendation #195 (Councillor Taylor)

10. Summary of Unfinished Business relating to the Public Works Committee as of October 29, 1979.

    Mr. Nemetz questioned the procedure for revising due dates for outstanding reports. Councillor Dear advised that this is currently a staff matter and he intends to question this procedure in the near future. Councillor Mahoney expressed reservations regarding Request for Report #313-79, alternative noise abatement structures, and requested the Engineering Department to determine the status of an agreement between the homeowners; the Ministry of Transportation and Communications; the Developer, Cadillac-Fairview Corporation; and the City of Mississauga regarding certain noise abatement works to be installed for certain lots in R.P. M-120.

    Councillor Dear advised that he intends to review the outstanding reports with the Engineering Department in the near future.

    The Committee recommended receipt of this report.

    File: 139-79 Recommendation #196 (Councillor Taylor)

    RECEIVED

PUBLIC WORKS COMMITTEE NOVEMBER 1, 1979

REPORT NO. 13-79

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its thirteenth report and recommends:

187. That the report dated October 15, 1979, from Mr. W.P. Taylor, Commissioner of Engineering and Works, with respect to the Ministry of Transportation and Communications' Seminar on Transportation and Energy Management, be received.

(38-187-79) 38-79

188. (a) That Inducon-McLennan Industrial Development (R.P. 928) be requested to pay $5.00 per lineal foot for sidewalks pursuant to the Engineering Agreement dated August 23, 1971, between John McLennan Limited and J. K. McLennan Developments Limited; the Corporation of the Town of Mississauga and the Public Utilities Commission of the Town of Mississauga, for a total amount of $25,683.00, to be paid to the City of Mississauga by December 31, 1979, in order that in 1980 sidewalks can be constructed on certain streets in these subdivisions.

(b) That sidewalks be constructed on one side of the roads in the Inducon-McLennan Industrial Development (R.P. 928) and the Siscoe Metals of Ontario Limited Industrial Subdivision, (R.P. 924) east of Dixie Road, north of Aimco Boulevard from funds received from Inducon-McLennan and Siscoe Metals of Ontario Limited as part of the 1980 Sidewalk Construction Programme, in accordance with the priorities established for sidewalk construction as recommended by the Traffic Safety Council and established in the 1980 Capital Budget.

(38-188-79) R.P. 928
R.P. 924
33-79A

189. That the report dated October 15, 1979, from Mr. W.P. Taylor, Commissioner of Engineering and Works, with respect to the current status of traffic signal projects for 1979, be received.

(38-189-79) 86-79

190. That the reconstruction of Caven Street and Third Street, west of Cawthra Road, be considered in the 1980-1984 Capital Budget and included in the 1982 Capital Budget for discussion during the 1980 Capital Budget review.

(38-190-79) 49-79
18-79
33-79A

191. That the Region of Peel be requested to provide a secondary access to the McDonald's Restaurant on Derry Road, east of Goreway Drive, subject to:

(a) any access to Derry Road from McDonald's Restaurant, just east of Goreway Drive, be limited to "Right Turn Entry" and "Right Turn Exit" only.

(b) any internal modifications to traffic circulation on the site which may be requested by the City of Mississauga and the Region of Peel be undertaken by McDonald's Restaurant Limited at no cost to the City of Mississauga or the Region of Peel.

(c) any modifications to the bus bay which may be requested by the City of Mississauga and the Region of Peel be undertaken by McDonald's Restaurant Limited at no cost to the City of Mississauga or the Region of Peel.

(38-191-79) 18-79

192. That "No Heavy Trucks" signs be installed on Benedet Drive, Bromsgrove Road and Stockholm Road, where these roads intersect with Winston Churchill Boulevard, and further, that the Traffic By-law #444-79, as amended, be so amended.

(38-192-79) 86-79

193. That the report dated October 24, 1979, from Mr. W.P. Taylor, Commissioner of Engineering and Works, with respect to a request to review all traffic control measures in the area bounded by the Queen Elizabeth Way, Hurontario Street, Dundas Street and Cawthra Road, be received.

(38-193-79)

194. (a) That consideration be given to the construction of a temporary asphalt walkway on Paisley Boulevard in front of Floradale Public School and the adjacent vacant property owned by Mr. J. Heck, in the 1980 Sidewalk Construction Programme.

(b) That the By-law Enforcement Section of the Building Department be requested to resolve the problem of the top soil encroachment onto City of Mississauga property from Mr. Heck's vacant property on Paisley Boulevard, and in conjunction with the City Weed Inspector the growth of goldenrod on Mr. Heck's property.

(c) That permanent barricades be installed at each end of the unopened portion of Paisley Boulevard immediately to prevent traffic using this incompleted section until such time as the road is permanently opened and constructed to municipal standards.

(38-194-79) 18-79
3-79
6-79
33-79

195. (a) That a cash contribution in the amount of $300.00 be accepted from the Developer, Corolla Investments, in lieu of completing minor outstanding sodding works in Registered Plan M-64.

(b) That the municipal works for Registered Plan M-64, be assumed as provided for in the Engineering Agreement dated January 9, 1975, between Corolla Investments, the City of Mississauga and the Regional Municipality of Peel.

(c) That the securities deposited with the City of Mississauga, in accordance with the provisions of the Engineering Agreement, be returned to the Developer, Corolla Investments.

THF CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

FRIDAY, OCTOBER 19, 1979; 2:00 P.M.

COMMITTEE ROOM 'A'

Chairman:	Councillor K. Dear
Vice-Chairman:	Mr. P. Carlson
Members:	Councillor L. Taylor Councillor F. Hooper Councillor R. Starr Councillor S. Mahoney Mr. R. B. Martin Mr. B. Belford Mr. F. J. Dale Mr. A. S. Nemetz

Prepared by: Clerk's Department
Date: October 16, 1979

COUNCILLORS AND COMMITTEE MEMBFRS ARE REQUESTED TO CONTACT THF APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THF AGENDA.

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

FRIDAY, OCTOBER 19, 1979
COMMITTEE ROOM 'A' AT 2:00 P.M.

A G E N D A

DEPUTATION: Mr. Allan C. Randles - Re Item 1
Files 120-79; 84-79

MATTERS FOR CONSIDERATION:

1. Report dated September 28, 1979 from the Commissioner of Engineering and Works regarding a letter dated September 6, 1979 from Allan C. Randles Limited, concerning the problem facing small developers providing storm sewer over-sizing in their developments. In his report, Mr. Taylor advises that it has been City policy to make downstream developers responsible for ensuring capacity through their lands for future upstream developments. Mr. Taylor further advises that it is now the policy of the City of Mississauga to have cost sharing agreements for any storm drainage system requiring a pipe less than 10 inches in diameter regardless of whether the storm sewer is designed for the drainage of adjacent lands. Furthermore, Mr. Taylor advises that the City will not enter into a cost sharing agreement for any storm sewer greater than 60 inches in diameter which only drains the lands of a particular developer. Therefore, Mr. Taylor recommends:

   a) That the City of Mississauga policy that developers be responsible to include in their storm sewer design, capacity for drainage of lands which naturally drain through their lands unless otherwise approved by City Council, be re-confirmed.

   b) That the City of Mississauga not participate in cost sharing for storm sewers which drain lands of more than one developer if the storm sewer is less than 60 inches in diameter.

   c) That the City of Mississauga not participate in cost sharing for storm sewers of any size which drain only the lands of the Developer in question.

   d) That Developers requesting cost sharing as outlined above be required to make application in writing to the Commissioner of Engineering and Works for cost sharing prior to draft plan approval being requested.

ITEM 1 CONTINUED .....

This matter was originally considered by the Public Works Committee at its meeting on October 4, 1979. However, Councillor Starr recommended that consideration of this matter be deferred until the October 19,1979 meeting of the Committee in order that Mr. Randles could be invited to attend the meeting. Mr. Randles has indicated that he will be present at the meeting to address the Committee.

Files: 120-79; 84-79

RECOMMEND ADOPTION

2. Report dated October 10, 1979 from the Commissioner of Engineering and Works regarding the 1979 Maintenance Expenditures in the Storm Sewer Repairs Account. In his report, Mr. Taylor indicates that the Enginering Department has a gross over-expenditure of $140,000.00 for emergency storm sewer repairs. Mr. Taylor also indicates that a further $55,000.00 would be spent by the end of 1979 if all repair work is to be completed. In his report, Mr. Taylor outlines the work completed to date and costs thereof and recommends:

a) That $95,000.00 as recommended in the report of the Commissioner of Engineering and Works dated July 19, 1979, be reallocated from various maintenance projects to the Emergency Storm Sewer Repairs Account.

b) That $100,000.00 from the 1978 Capital Budget "City Participation in Storm Sewer Oversizing" be used for the balance of the Emergency Storm Sewer Repairs which have been carried out and are still necessary to be carried out.

File: 24-79

RECOMMEND ADOPTION

3. Report dated October 15, 1979 from the Commissioner of Engineering and Works regarding a list of storm sewer repairs which, due to the lack of funds, must be deferred until 1980 in spite of current drainage problems which will require repair work. In his report, Mr. Taylor recommends:

That the following items be considered in the 1980 Current Budget under Storm Sewer Repairs, as top priority items:-

a) Oakwood Avenue north of Forest Avenue -
Estimated cost - $24,000.00

ITEM 3 CONTINUED .....

b) 2 Wesley Crescent -
Estimated cost - $7,000.00

c) East Avenue and Lakeshore Road -
Estimated cost - $20,000.00

d) 2325 Hurontario Street -
Estimated cost - $5,000.00

e) Hurontario Street 400 ft. south of Burnhamthorpe Road -
Estimated cost - $5,000.00

File: 84-79

RECOMMEND ADOPTION

4. Report dated October 12, 1979 from the Commissioner of Engineering and Works regarding a drainage problem in the Runningbrook Drive/ Pinesmoke Crescent area which has been causing some basement flooding through the storm water drainage system. In his report, Mr. Taylor advises that the existing 24 inch diameter sewer should be increased to a 33 inch diameter sewer at an estimated cost of $30,000.00. Mr. Taylor further advises that the work should be commenced immediately and that sufficient funds are available in the 1978 Miscellaneous Account. In his report, Mr. Taylor recommends:

"That tenders be called for the reconstruction and enlargement of the existing storm sewer on Runningbrook Drive from Tomken Road to Pinesmoke Crescent as soon as possible with funds to be provided from the 1978 Miscellaneous Drainage Account."

File: 84-79

RECOMMEND ADOPTION

5. Report dated October 11, 1979 from the Commissioner of Engineering and Works regarding a letter of complaint from Mr. William C. Mansell dated May 31, 1979, in which Mr. Mansell expresses the opinion that some confusion exists on the part of residents as to when garbage is to be picked up on a week in which there is a statutory holiday. Mr. Taylor advises that when garbage collection day falls on a statutory holiday, the collection dates are advanced one day . This is also the recommendation of Mr. Mansell and Mr. Taylor advises that this information is

ITEM 5 CONTINUED ....

provided in a booklet distributed to each household in the Spring of each year. A copy of this booklet is enclosed with the Committee members agendas. Mr. Taylor recommends that his report be received and that Mr. Mansell be forwarded a copy of this report.

File: 59-79

RECOMMEND RECEIPT

6. Report dated October 9, 1979 from the Commissioner of Engineering and Works regarding an Agreement between the Regional Municipality of Peel and the City of Mississauga allowing the City to construct certain Regional services when a City-owned road is being reconstructed. In his report, Mr. Taylor recommends:

"That the Mayor and Clerk be authorized to execute an Agreement dated the 17th day of August, 1979, between the Corporation of the City of Mississauga and the Regional Municipality of Peel with respect to the construction of certain water and sewer works on City-owned roads that are being reconstructed at no cost to the City of Mississauga."

File: 84-79

RECOMMEND ADOPTION

7. Report dated October 2, 1979 from the Commissioner of Engineering and Works regarding the reconstruction of Carolyn Road from Creditview Road to Durie Road. In his report, Mr. Taylor advises that these works were included in the 1979 Capital Budget but have not been commenced due to the fact that Kereven Developments Subdivision has been inactive and, therefore, no need exists for these improvements.

However, Mr. Taylor points out that the cost of this work will increase by approximately $34,000.00 in 1980 and that there is no guarantee of a Ministry of Transportation and Communications subsidy for this project. In his report, Mr. Taylor recommends:

"That the Commissioner of Engineering and Works be authorized to meet with Kereven Developments to negotiate an increased cost-sharing on the part of Kereven Developments on the reconstruction of Carolyn Road from Creditview Road to Durie Road."

Files: P.N. 78-165; 139-79

RECOMMEND ADOPTION

8. Report dated October 9, 1979 from the Commissioner of Engineering and Works regarding a Lease Agreement between the Canadian Pacific Railway and the City of Mississauga for the provision of municipal parking on Broadway Street in the former Town of Streetsville. In his report, Mr. Taylor advises that the rent for this property is being increased from $150.00 to $972.00 per year and that a recent usage study indicated that no vehicles used this parking lot during one weekday. In his report, Mr. Taylor recommends:

"That the Lease Agreement with the Canadian Pacific Railway for the Broadway Street parking lot, be terminated effective October 30, 1979."

File: 48-79

RECOMMEND ADOPTION

9. Report dated October 5, 1979 from the Commissioner of Engineering and Works regarding the designation of fire routes at two locations in the City of Mississauga. In his report, Mr. Taylor recommends:

"That fire routes be designated at 2440 Bromsgrove Road and 377 Burnhamthorpe Road East and that the by-law to amend Traffic By-law #444-79, as amended, be enacted."

File: 86-79

RECOMMEND ADOPTION

10. Report dated October 3, 1979 from the Commissioner of Engineering and Works regarding an amendment to the Traffic By-law #444-79, to provide for clarification of speed limits on certain roads. Mr. Taylor emphasizes that this by-law does not provide for any changes in existing speed limits. In his report, Mr. Taylor recommends:

"That the by-law to amend the Traffic By-law #444-79, as amended, be enacted to clarify Schedule 18 dealing with maximum rates of speed."

File: 86-79

RECOMMEND ADOPTION

16. Summary of Unfinished Business relating to the Public Works Committee as of October 16, 1979.

File: 139-79

RECOMMEND RECEIPT

City of Mississauga

MEMORANDUM

FILE REFERENCE: 14 111 00001
16 111 77096
11 141 00039
12 261 00009

Chairman and Members of the
Public Works Committee

From William P. Taylor, P. Eng.
Dept. Engineering and Works

September 28, 1979

SUBJECT: Storm sewer oversizing.

ORIGIN: Letter from Allan C. Randles Limited dated September 6, 1979 - copy attached.

COMMENTS: The attached letter refers to the problem of the small developer providing storm sewer oversizing in a development.

We would draw Committee's attention to the fact that it is the policy of the City of Mississauga, and has been for many years, to make downstream development responsible for having capacity through their lands for the future ultimate development of upstream lands which are in their natural drainage area.

At the present time this department has not been taking to Council for cost-sharing storm drainage systems which have been designed to take outside drainage where the pipe is less than 60" in diameter. In addition, we will not take to Council for cost-sharing any storm sewer greater than 60" in diameter which drains solely a particular developer's lands.

We are suggesting, therefore, based on the letter submitted by Mr. Randles, that the Public Works Committee recommend to Council that they will not consider cost-sharing of a storm sewer if it is less than 60" in diameter and also drains lands outside of a development, or for a storm sewer of 60" in diameter or greater which drains only the particular lands of a developer. If a developer is going to request City participation in over-sizing, he will be required to request same prior to draft plan approval. Such request should be made in writing to the Commissioner of Engineering and Works prior to approval of a draft plan.

RECEIVED
REGISTRY No. 1700
DATE OCT 1 19/9
FILE No.
CLERK'S DEPARTMENT

continued....

ALLAN C. RANDLES LIMITED
CONSULTING ENGINEER

TELEPHONE (416) 826-3707

1·C

Chairman and Members,
Works Committee

Re: Storm Sewer Oversizing in New Plan of Subdivision

Date-September 6, 1979

Page: (2)

A policy as serious as this should be enshrined in a Council resolution and we have seen no evidence of such documentation.

We feel strongly that the small developer, paying " John Doe" levies, cash in lieu of parks and many other miscellaneous charges should be given consideration for over-sizing his internal storm sewers. The small developer does not control the housing market in Mississauga but does offer a viable alternative to the mass-produced accomodation, not only in architechtural design, but also in location and cost.

We trust you will give serious consideration to the fore-going and the adverse effect it is having on the small developer who must compete with the major land holders in Mississauga, but at the same time must pay the "John Doe" levies.

Should the committee require further information or specific data we should be happy to supply it.

Yours very truly,

Allan C. Randles, P. Eng.

ACR/ad

c.c. Mayor McCallion.

2.d

Chairman and Members of the Public Works Committee - continued

COMMENTS:
(continued)

4 - Lakeshore Road at Helene Street (May 24-31)

Road failure on travelled portion of road closing one eastbound lane entirely. Discovered old M.T.C. storm sewer servicing Loblaws Store beneath eastbound land had collapsed throughout its length. Rather than excavate road and cut concrete base, we elected to lay new sewer in in the boulevard and bulkhead the old line. Notably the original brick manhole in the boulevard had also collapsed. Thus the contractor installed a new manhole, relayed 142½ lin. ft. of 10"ø pipe and 8 lin. ft. of 6"ø transite. Reinstated both Lakeshore Road and the boulevard.

TOTAL COST - $12,733.21.

5 - Lakeshore Road at National Sewer Pipe (June 5-July 18)

Storm sewer failure throughout its entire length. Original storm sewer system installed by M.T.C. to accommodate surface runoff, and provide limited ditch network on radius turn between Gulf Oil and St. Lawrence Cement. Original construction was shallow catchbasins and 15" ø clay pipe at least 25 years old within the boulevard, which with age and traffic vibration deteriorated. Initial complaints were received from Gulf Oil, National Sewer Pipe, and St. Lawrence Cement (Grant Haulage - Mr. Merrick, Vice-President), relating to ditch flooding, road icing and, in one case, property flooding. A closer examination of the system in April of 1979 indicated the extent of the repair required and the deterioration existing throughout the system. The contractor has reconstructed 6 catchbasin manholes, and one inlet structure and replaced 750 lin. ft. of 15"ø concrete pipe at a depth of 6' to 12' below existing ground - a trunk Bell cable and watermain were both excavated by hand and relayed and the entire ditch reinstated and boulevard gravelled.

TOTAL COST - $50,000.00.

continued....

2.e

Chairman and Members of the Public Works Committee - continued

COMMENTS: (continued)

6 - Shenandoah Drive (June 1)

Road failure at catchbasin lead resulting in single lane traffic. Contractor replaced 7 lin. ft. of pipe, rebuilt catchbasin and reinstated road and curb.

TOTAL COST - $1,600.00

7 - Front Street at Port Credit Legion (June 4)

Road failure at catchbasin lead resulting in lane closure. Contractor replaced 4 lin. ft. of pipe, rebuilt catchbasin and reinstated road and curb.

TOTAL COST - $1,600.00

8 - Fontwell Crescent and Lewisham Drive (June 12,13, 14 and 22)

Partial road failure at intersection, extensive house flooding from water backing up downspouts and window wells as a result of collapsed storm sewer at intersection. Contractor excavated pipe and replaced 55 lin. ft. of storm main and catchbasin lead which had collapsed, backfilled trench with adequate material and reinstated asphalt roadway.

TOTAL COST - $6,200.00

9 - Catcay Court - 810 (June 21)

Road failure and driveway collapse, acted on resident complaint, found catchbasin lateral broken, boulevard and road undermined in driveway entrance. Contractor replaced 9 lin. ft. of broken pipe, rebuilt catchbasin and reinstated asphalt driveway and roadway.

TOTAL COST - $1,600.00

continued...

2.f.

Chairman and Members of Public Works Committee - continued

COMMENTS: (continued)

10 - Knareswood Drive - 1516 (June 25)

Storm lateral failure resulting in problem for homeowner. Excavated at trouble spot and 40 lin. ft. of storm lateral missing. Contractor excavated area, replaced 40 lin. ft. of transite pipe into main sewer, backfilled and reinstated area.

TOTAL COST - $1,600.00

11 - Wateska Boulevard - 1484 (June 26 and 27)

Double storm lateral failure over main, resulting in the closure of the entire road due to road collapse. Contractor replaced 26 lin. ft. of pipe, rebuilt both catchbasins and reinstated entire roadway.

TOTAL COST - $3,500.00

12 - Lakeshore and Owenwood Drive - (June 28)

Additional road collapse at another location following road repair May 19 nearby. It was noted at this time that further pipe failure was possible. Collapse resulted in closing of one westbound lane. Contractor excavated and replaced 20 lin. ft. of storm pipe and reinstated road to allow traffic passage for the long weekend.

TOTAL COST - $1,700.00

13 - Lakeshore Road West - 310 (June 29)

Boulevard collapse at intersection of Benson Avenue. Contractor replaced 4 lin. ft. of storm sewer and reinstated boulevard and undermining.

TOTAL COST - $1,700.00

14 - Greening Avenue - 1160, 1166, 1172, 1178 July 5,6,9,10,11 and 12)

Resident of 1169 complained of storm water seeping through walls. Upon rodding her connection there appeared to be a blockage at the main sewer. Upon further investigation by City forces it appeared that the storm line had collapsed from 25 ft. out of the easterly manhole to 20 ft. from the westerly manhole. The contractor, upon excavating to repair the apparent broken pipe found no pipe

continued...

Chairman and Members of Public Works Committee - continued

COMMENTS: (continued)

14 - (continued)

existed. He was, therefore, obliged to relay 165 lin. ft. of pipe and connect all existing storm laterals in this area. He further reinstated 3 asphalt driveways, ditch and sod.

TOTAL COST - $11,000.00

15 - Dundas Street and Dundas Crescent - (July 18 to 20)

Initiated on resident's complaint of flooding on Dundas Crescent (Mr. Shaw). A contractor will opencut Dundas Street and reconstruct the storm lateral crossing for a distance of 100 lin.ft. and reinstate.

TOTAL COST - $7,000.00

16 - Burnhamthorpe Road east of Molly Avenue (July 16)

Road collapsed and undermined - broken catchbasin lead. Traffic restricted to a single lane eastbound. Contractor replaced 8 lin. ft. of pipe, reconstructed catchbasin and reinstated road.

TOTAL COST - $1,600.00

TOTAL EXPENDITURE
ACCOUNT #08224-05-4582-0700 - $159,000.00

OUTSTANDING EMERGENCY REPAIRS -
NORTHWEST DRIVE STORM OUTLET

Minimum Required - Gabion construction and backfilling

Minimum Expenditure - $45,000.00 to $50,000.00

This problem occurred as a result of downstream creek blockages and poor outlet design. If some form of remedial or protective measures are not undertaken the result of the next storm may be complete loss of the manhole and outlet. N.B. All this damage occurred the weekend of July 14-15, 1979. The project may well be beyond the resources of the Works Department and consideration may have to be given to having the Engineering Department undertake these works.

continued.

COMMENTS: (continued)

The amount of money we budgeted in 1979 for Emergency Storm Sewer Repairs was $20,000.00, and, as per our report of July 19, 1979, we are requesting a reallocation of an additional $195,000.00 for the work listed above, $95,000.00 of which is to come from other current engineering accounts and $100,000.00 from the 1978 Capital Budget for Storm Sewer Oversizing.

In addition to the Emergency Storm Sewer Repairs the following is an itemized list of the Storm Sewer Repairs which have been carried out in 1979 at a cost of $97,000.00.

PART "A"

1 - Laneway south of Lakeshore Road at Stavebank Road - (May 7) - T.V. inspection - Road sinkage at Newport Hotel - 9 lin. ft. of pipe broken.

2 - Argentia Road - 2000 - Entrance to Meadowvale Corporate Centre (May 8)
Double CB collapsed and lead 10 lin. ft.

3 - Wesley Street and Park Street (May 9)
T.V. inspection - replaced 12 lin. ft. of collapsed storm sewer under sidewalk.

4 - Minnewawa Road and Hiawatha Parkway (May 10)
T. V. inspection - replaced 9 lin. ft. of 18" ø broken pipe in intersection - road settlement.

5 - 53 Wesley Street (May 11)
T.V. inspection - replaced broken pipe and realigned line under curb - 16 lin. ft.

6 - 65 Onaway Road (May 14 to 16)
T.V. inspection - Clean line and replace 55 lin. ft. of collapsed storm sewer lateral - realigned main and placed saddle, replaced 18 lin. ft. of 12" ø collapsed storm sewer.

7 - Wenonah and Wanita Road (May 17)
T.V. inspection - replaced 27 lin. ft. of collapsed storm line at intersection.

continued....

2.i

Chairman and Members of the Public Works Committee - continued

COMMENTS: (continued)

PART "A" - continued

8 - 40 Wenonah Drive (May 18)
T.V. inspection - repaired storm sewer - broken bells at road sinkage and undermined area - 20 lin. ft.

9 - Camilla Road 100' south of Dundas (May 22 and 23)
Road, boulevard and sidewalk collapsed. Repair noted in 1978 not undertaken - replaced collapsed and shattered double CB and 18 lin. ft. of 12" ø storm pipe - road badly undermined.

TOTAL COST OF PART "A" - $30,700.43

PART "B"

1 - 1408 Shadowa Road (June 1)
Noted last year as settlements by CB resulted in road collapse in 1979. Replaced two CB leads 9 lin. ft.

2 - Wenonah Drive 100' north of Cumberland (June 4)
T.V. inspection - road settlement and collapse - replaced 9 lin. ft. of 12" ø pipe at intersection of CB and main.

3 - Wenonah Drive and Cumberland - (June 5 and 6)
T.V. inspection - road undermined result of pipe failure. Replaced 24 lin. ft. of 12" ø storm sewer east and west of MH.

4 - South of 40 Cumberland (June 7)
T.V. inspection - road failure over broken storm sewer. Replaced 6 lin. ft. of 18" ø pipe.

5 - 11 Onaway (June 8)
T.V. inspection - road settlement and undermined over collapsed storm sewer. 12 lin. ft. of 12" ø pipe replaced.

6 - Cumberland and Minnewawa (June 11 and 12)
T.V. inspection - road settlement and undermined over broken storm sewer. Replaced 24 lin. ft. of 18" ø pipe and 20 ft. of 6" ø perforated pipe and 8 ft. of 6" ø concrete in intersection.

continued....

2.k

Chairman and Members of Public Works Committee - continued

COMMENTS: (continued)

PART "C"-continued

5 - Russett Road - 2025 (June 18)
T.V. inspection - settlement in boulevard near driveway washout as a result of broken pipe. Replaced 10 lin. ft. of pipe.

6 - Russett Road - 2081 (June 18 and 19)
T.V. inspection - settlement at intersection with Melba result of broken pipe in boulevard. Replaced with 18 lin. ft. of pipe.

7 - Harvest Road and Melba Road (June 19 and 20)
T.V. inspection - settlement in trench at intersection result of broken pipe between manholes. Replaced 24 lin. ft. of pipe and brought MH up to grade.

8 - Harvest Drive - 2085 (June 21)
T.V. inspection - settlement at driveway resulting from broken pipe. Replaced 9 lin. ft. of storm sewer.

9 - Harvest Drive-2121 (June 22)
T.V. inspection - settlement in boulevard as a result of broken pipe. Replaced 9 lin. ft. of storm sewer.

10 - Wealthy Place - 1336 (June 25)
T.V. inspection - settlement in boulevard as a result of disjointed pipe. Relayed 18 lin. ft. of storm sewer and lowered manhole.

11 - Wealthy Place - 1350 (June 26)
T.V. inspection - settlement in boulevard - resident complaint re flooding - found collapsed pipe and plugged lateral. Cleared and replaced lateral and replaced 7 lin. ft. of storm sewer.

12 - Courtland Crescent-2043 (June 27 and 28)
T.V. inspection - large settlement in driveway. Resident complaint resulting from collapsed storm sewer. Replaced by 24 lin. ft. of 10" ø concrete storm sewer and reconstruction of driveway.

13 - Melton Drive - 1316 (June 28 and 29)
T.V. inspection - collapsed driveway resulting from broken storm sewer. Replaced 30 lin. ft. of concrete apron and reconstructed driveway.

continued....

Chairman and Members of Public Works Committee - continued

COMMENTS: (continued)

PART "C" - continued

14 - Reinstatement of all sod and asphalt in disturbed areas resulting from above (July 3,4,& 12)

TOTAL COST - $40,600.00

TOTAL EXPENDITURE-
ON 08224-05-4598-0700 $97,000.00

We would advise the Public Works Committee and Council that in addition to the emergency storm sewer repairs authorized in this report we will have two additional reports at the meeting of October 19, 1979, one of which will recommend a solution to a specific problem and the other will recommend deferral of action of some problems until 1980.

RECOMMENDATIONS:

1 - That $95,000.00 as recommended in the report of the Commissioner of Engineering and Works dated July 19, 1979, be reallocated from various maintenance projects to Emergency Storm Sewer Repairs.

2 - That $100,000.00 from the 1978 Capital Budget "City Participation in Storm Sewer Oversizing" be used for the balance of the Emergency Storm Sewer Repairs which have been carried out and are still necessary to be carried out.

William P. Taylor, P. Eng.,
Commissioner.

WPT.mh
c.c. E. M. Halliday,
All Commissioners,
A.E. McDonald.

Donald A. R. Ogilvie
D. A. R. Ogilvie,
Commissioner of Finance.

3.

City of Mississauga

MEMORANDUM

FILE REFERENCE: 11 141 00039
11 321 79003

Chairman and Members of the
Public Works Committee

From William P. Taylor, P. Eng.
Dept. Engineering and Works

RECEIVED
REGISTRY No. 2238
DATE OCT 15 1979
FILE No. 84-79
CLERK'S DEPARTMENT

October 15, 1979

SUBJECT: Storm Sewer Repairs.

ORIGIN: Engineering and Works Department.

COMMENTS: Attached to this report is a list indicating 5 storm sewer problems which require repair work. Due to lack of funds we are suggesting that these matters be held over to 1980. However, it should be acknowledged that one or more of these items may have to be dealt with prior to the end of the year if conditions worsen.

RECOMMENDATION: That the following items be included in the 1980 Current Budget under Storm Sewer Repairs, as top priority items:-

1 - Oakwood Aenue north of Forest Avenue -
Estimated Cost - $24,000.00.

2 - 2 Wesley Crescent -
Estimated Cost - $7,000.00.

3 - East Avenue and Lakeshore Road -
Estimated Cost - $20,000.00.

4 - 2325 Hurontario Street -
Estimated Cost - $5,000.00.

5 - Hurontario Street 400' south of Burnhamthorpe -
Estimated Cost - $5,000.00

William P. Taylor

William P. Taylor, P. Eng.,
Commissioner.

WPT.mh
c.c. E. M. Halliday,
All Commissioners,
A. E. McDonald,
B. J. Austin.

3. a

OUTSTANDING SEWER REPAIRS (1979)

1. Oakwood Avenue north of Forest Avenue

Min. Required: 350 lin. ft. of 10" Ø storm sewer and manhole road reinstatement

Min. Expenditure: $ 22,000 to $ 24,000

Basis: Frequent flooding complaints have been received; in particular, from residents of # 30, # 34 and # 38 Oakwood Avenue North. Storm sewer lines require lowering to their maximum depth to accommodate connections.

2. 2 Wesley Crescent

Min. Required: Relay 175 lin. ft. of storm line, construct catchbasin

Min. Expenditure: $ 6,000 to $ 7,000

Basis: Property flooding complaint received from area councillor.

3. East Avenue and Lakeshore Road

Min. Required: 235 lin. ft. of new pipe and manholes and outlet
180 lin. ft. of ditching
area reinstatement

Min. Expenditure: $ 18,000 to $ 20,000

Basis: Ground floor apartments are experiencing flooding during rain storms. Most recent complaint from Mr. Frank Warden of Ontario Housing.

4. 2325 Hurontario Street

Min. Required: Replace 60 lin. ft. of cracked and root infiltrated storm line on easement, 18" Ø pipe and reinstatement.

Min. Expenditure: $ 5,000

Basis: Flooding occurring to Mississauga Hydro building since 1974. The line has been rodded and flushed several times. A permanent repair should be undertaken.

5. Hurontario Street, 2nd catchbasin south of Burnhamthorpe

Min. Required: Lay 60 lin. ft. of 12" Ø storm pipe and reinstatement

Min. Expenditure: $ 4,000 to $ 5,000

Basis: A series of 4 catchbasins on Hurontario St. have experienced flooding and icing conditions due to the fact that the storm outlet to the one time ditch was cut off during construction in the Mississauga Valleys area. The ditch no longer exists and the existing catchbasins must be connected to the 4 year old nearby storm system.

4.

JM

City of Mississauga

MEMORANDUM

Files: 17 111 79114
11 141 00039

RECEIVED
REGISTRY No. 2236
DATE OCT 15 1979
FILE No. 84-79
CLERK'S DEPARTMENT

To: Chairman and Members of the Public Works Committee

From: Mr. William P. Taylor, Commissioner

Dept.

Dept. Engineering and Works

October 12, 1979

SUBJECT: Runningbrook Drive/Pinesmoke Crescent area storm sewers.

ORIGIN: Engineering and Works Department.

COMMENTS: Certain residents in the Runningbrook Drive/Pinesmoke Crescent area have been subjected to basement flooding through the storm water drainage system.

As a result of this, Engineering Department have undertaken a physical inspection of the sewer system together with a hydraulic study and have found that a section of sewer on Runningbrook Drive is subject to surcharge. This particular section is on Runningbrook Drive between Pinesmoke Crescent and Tomken Road and is immediately downstream of the problem area.

The conclusion that we have reached is that this section of sewer causes the surcharging upstream, thus, raising the hydraulic grade line which subsequently causes flooding. The actual design work has not yet been completed, however, it would appear that the existing 24 in. dia. sewer should be increased to approximately a 33 in. dia. sewer.

The estimated cost of this work is $30,000.00 and the work should be commenced as soon as possible. Sufficient funds are available in the 1978 Miscellaneous Drainage Account.

RECOMMENDATION: That tenders be called for the reconstruction and enlargement of the existing storm sewer on Runningbrook Drive from Tomken Road to Pinesmoke Crescent as soon as possible with funds to be provided from the 1978 Miscellaneous Drainage Account.

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works

D.A.R. Ogilvie,
Commissioner of Finance

c.c. Mr. E. M. Halliday
All Commissioners

THIS AGREEMENT made the 17th day of August , 1979.

B E T W E E N:

5.9

THE CORPORATION OF THE CITY OF MISSISSAUGA

Hereinafter referred to as the "City"

- and -

THE REGIONAL MUNICIPALITY OF PEEL

Hereinafter referred to as the "Region"

WHEREAS pursuant to S. 77(15) of The Regional Municipality of Peel Act, 1973, S.O. 1973, the Region may enter into an agreement with an area municipality regarding the recovery of costs relating to sewers;

AND WHEREAS it is necessary for the City, from time to time, to construct roads and storm drainage works at various locations in the City;

AND WHEREAS it is sound engineering and financial practice to construct other standard required municipal services in conjunction therewith;

AND WHEREAS sanitary sewers, storm sewers and watermains should be constructed in conjunction with road construction;

AND WHEREAS in constructing certain drainage works it is usually desirable to construct a sanitary sewer at the same time as the storm sewer or storm channel is constructed;

AND WHEREAS the City wishes to construct various road and watercourse projects which require the construction of sanitary sewers and watermains in conjunction therewith;

NOW THEREFORE the City and the Region, in consideration of the mutual covenants herein agree as follows:

1. The Region designates the City as its agent to design and construct sanitary sewers and watermains as part of the works (as more particularly and specifically designated in Schedule "A" attached hereto) all at no cost to the Region, except where the Region is participating in oversizing the sanitary sewers or watermains in accordance with Regional policies, or where the Region is paying the entire cost thereof.

G.6

2. The Region will provide engineering ans inspection services for sanitary sewers and watermains to be installed with the cost for such work to be paid to the Region by the City with the City securing such moneys from the Developers involved, with the exception as noted in Clause 1 where the Region is participating in oversizing or is paying the entire cost of sewers and watermains as a sole Region project, in which event the costs will be shared on a prorated basis.

3. The City will arrange a maintenance period of one year in the construction contracts, to the satisfaction of the Region.

4. The City and the Region agree that the City, as agent of the Region, will secure the construction costs, engineering and inspection fees and any other relevant costs from Developers or the Province of Ontario prior to any construction tenders being awarded.

5. The Region agrees that it will waive any frontage charges against lands serviced by a sanitary sewer and/or watermain construction work when the funds for same are paid from moneys secured by the City from the owners of said lands.

6. The costs for paying for sanitary sewers and/or watermains for which the Region will be solely responsible will be resolved between the City and the Region, and the costs of paying for oversized sanitary sewers and/or watermains will be resolved between the developer, the City and the Region, in every instance prior to tenders being awarded by the City.

7. All Regional works (sanitary sewers and watermains) to be constructed pursuant to this agreement shall be approved by the participant Developers to the effect that such facilities will accommodate their proposed developments prior to tenders being awarded by the City. Such approvals shall be obtained by the City.

8. The cost of providing additional service connections or modifying the sewer and water systems as constructed under this agreement which may in future be required in order that

6.c

these services may be compatible and fully integrated with future development plans, shall be the responsibility of the Developers.

9. The Region agrees that the City may act as its agent in recovering costs by negotiating agreements with Developers or the owners of lands abutting or otherwise benefitting by the Regional works authorized to be constructed pursuant to this agreement.

IN WITNESS WHEREOF the parties hereto have executed this agreement under seal.

THE REGIONAL MUNICIPALITY OF PEEL

CHAIRMAN

CLERK

THE CORPORATION OF THE CITY OF MISSISSAUGA

MAYOR

CLERK

6.d

SCHEDULE "A"

	Description		Project Number	Comments
1.	Drew Road	from Bramalea Road westerly 2000 feet	17 111 78078	No Regional participation
2.	Fewster Dr.	from Crestlawn Dr. to existing Fewster Dr.	17 111 78079	No Regional participation
3.	Courtney Park Drive	from Dixie Rd. to Second Line East	17 111 78123	Regional participation in oversizing watermain - no sewer participation
4.	Runnymede	Horseshoe Developments Storm channel and sanitary sewers in development	17 111 77066	Regional participation in oversizing sanitary sewer - no water participation
5.	Creditview Rd.	from Burnhamthorpe to Rathburn Rd.		Regional participation in oversizing watermain
		from Rathburn to McConnell		Region pays cost of watermain
		from McConnell to Eglinton		No watermain participation No sanitary sewer participation
6.	Paisley Blvd.	Confederation Parkway to Goodison Ave.	17 111 78080	Regional participation in oversizing watermain
7.	Courtney Park Drive	from Dixie Rd. easterly	17 111 76132	No Regional participation
8.	Burnhamthorpe Road	bridges over the Credit River and Mullett Creek	17 111 77067	All water works assessed as Regional responsibility - no sewer participation

City of Mississauga

MEMORANDUM

FILE REFERENCE: 11 321 80001
17 111 78165
16 111 77103

J3

7.

Chairman and Members of the Public Works Committee

From William P. Taylor, P. Eng.

Dept. Engineering and Works

October 2, 1979

SUBJECT: Reconstruction of Carolyn Road from Creditview Road to Durie Road.

ORIGIN: Engineering and Works Department - 1979 Capital Works Program.

COMMENTS: Carolyn Road from Creditview Road to its existing limit has not been proceeding due to the fact that Kereven Developments has been inactive and, therefore, no need existed for these improvements.

We are bringing this to the attention of the Public Works Committee and Council due to the fact that we are estimating the cost of this work will increase by approximately $34,000.00 in 1980, and also due to the fact that we cannot guarantee that we will be able to allocate $70,000.00 in M.T.C. subsidy to this project. This matter is being brought to Council's attention in that Carolyn Road should be placed in the 1980 Capital Budget, and the amount of money which the City will have to provide must be increased by $34,000.00 to $59,000.00, and possibly by an additional $70,000.00 if M.T.C. subsidy is not available to $129,000.00.

RECEIVED
REGISTRY No. 1796.
DATE OCT 5 1979
FILE No. 139-79
PN-78-165
CLERK'S DEPARTMENT

We are suggesting that since the costs have escalated, and since this road is in the developer's interest as well as the existing residents, the cost-sharing of construction of Carolyn Road from Creditview Road to Durie Road should be re-negotiated prior to the 1980 budget being established.

RECOMMENDATION: That the Commissioner of Engineering and Works be authorized to meet with Kereven Developments to negotiate an increased cost-sharing on the part of Kereven Developments on the reconstruction of Carolyn Road from Creditview Road to Durie Road.

William P. Taylor, P. Eng.,
Commissioner.

WPT.mh
c.c. E. M. Halliday,
All Commissioners,
A. E. McDonald,
J. R. Beilby,
B. J. Austin,
O. Terminesi

8.

City of Mississauga FILE REF : 11 141 00039
13 111 00003
13 211 00039

MEMORANDUM

JM

To The Chairman and Members of
~~The Public Works Committee~~
City of Mississauga

Dept.

From William P. Taylor, P.Eng., Commissioner

Dept. Engineering and Works

October 9, 1979

LADIES & GENTLEMEN :

SUBJECT : CPR Lease to the City of Municipal Parking Lot on Broadway Street in Streetsville.

ORIGIN : Engineering and Works Department

COMMENTS : We have been advised by Marathon Realty, the agent for Canadian Pacific Railways that they are increasing the rent for the subject property from $150 to $972 per year.

A recent usage study was conducted by the Engineering Department and no vehicles parked in this lot all day from 7.00 a.m. to 4.30 p.m. on a weekday.

It is this department's opinion that this lot is not required to fulfill a parking demand in this area and it is too far removed from Queen Street to be a desirable location for drive-in shoppers.

It is felt that the increase in rent is unreasonable especially due to the lack of use by area residents. Serious consideration should be given to terminating the City's lease with Canadian Pacific Railways.

RECOMMENDATION : That the City of Mississauga terminate its lease with Canadian Pacific Railways for the Broadway Street parking lot effective October 30, 1979

RECEIVED
REGISTRY No. 2123
DATE OCT 11 1979
FILE No. 48-79
CLERK'S DEPARTMENT

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

cc : E.M. Halliday
All Commissioners

DTJ:jb

FILE REF: 11 141 00039
13 211 00217

City of Mississauga

MEMORANDUM

9.

To Chairman and Members of the Public Works Committee
Dept. City of Mississauga

From William P. Taylor, P. Eng., Commissioner
Dept. Engineering and Works

October 5, 1979

LADIES & GENTLEMEN:

SUBJECT: Fire Access Route By-Law.

ORIGIN: Engineering Department.

COMMENTS: Attached to this report is a draft by-law for approval by Council which amends Traffic By-Law No. 444-79, as amended, by adding to Schedule 8 a number of listings under Designated Fire Routes.

These amendments are as a result of applications that have been received for the designation of Fire Access Routes on private property.

Accompanying this by-law revision is a corresponding Agreement Form between the applicant and the City of Mississauga which requires execution by the Mayor and Clerk.

RECOMMENDATIONS:

1) That the attached draft by-law amending Traffic By-Law No. 444-79, as amended, be approved.

2) That the Agreement Forms accompanying this by-law revision as contained herein, be executed by the Mayor and Clerk.

William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

JL:mk
Att.

c.c. E.M. Halliday
All Commissioners

RECEIVED
REGISTRY No. 2126
DATE OCT 11 1979
FILE No. 86-79
CLERK'S DEPARTMENT

City of Mississauga

MEMORANDUM

10.

FILE REF : 11 141 00039
11 161 00011

To Chairman and Members of the ~~Public Works Committee~~ City of Mississauga

Dept.

From William P. Taylor, P.Eng., Commissioner

Dept. Engineering and Works

October 3, 1979

RECEIVED
REGISTRY No. 1943
DATE OCT - 0 1979
FILE No. 86-79
CLERK'S DEPARTMENT

LADIES & GENTLEMEN :

SUBJECT : Traffic By-Law.

SOURCE : Engineering and Works Department.

COMMENTS : The attached by-law is to amend Schedule 18 of Traffic By-Law 444-79, as amended.

None of the amendments are changes in speed limits - they are merely clarifications of the listings already contained in the by-law.

RECOMMENDATION : That the attached draft by-law to amend By-Law 444-79, as amended, dealing with clarification to listings in Schedule 18, be approved.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

Att.

DTJ:jb

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
13 211 00207
13 211 00021

TM

11.

To: The Chairman and Members of The Public Works Committee
Dept.: City of Mississauga

From: William P. Taylor, P.Eng., Commissioner
Dept.: Engineering and Works

October 9, 1979

LADIES & GENTLEMEN :

SUBJECT : Request for an all-way stop at Santee Gate and Silverado Drive.

SOURCE : Petition from Mrs. D.W. Carter.

COMMENTS : Staff has conducted counts at this intersection and the results indicate warrants are not met for an all-way stop. An accident review has been made and there have been no reported collisions for the past two years. In 1977 there were two accidents and in 1976 there were none.

Santee Gate is a very short street and the spacing between Cawthra Road and Silverado Drive is only approximately 85 meters (275 ft).

The manual count performed indicates that 70% of the total volume using this intersection is turning traffic, this indicates only 30% is straight thru traffic on Santee Gate. Of the turning traffic, 60% is required to stop at the existing stop sign on Silverado Drive.

In view of the proximity of Cawthra Road to Silverado Drive, an all-way stop would not be a significant factor to control speeding and would not alter traffic patterns in the area.

RECOMMENDATION : That an all-way stop not be installed at Santee Gate and Silverado Drive as warrants are not met.

RECEIVED
REGISTRY No. 2124
DATE OCT 11 1979
REFER TO. 49-79
86-79
CLERK'S DEPARTMENT

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

Att.
cc : E.M. Halliday
All Commissioners

DTJ:jb

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
13 211 78223

12.

To: The Chairman of Public Works Committee
Dept.: City of Mississauga

From: William P. Taylor, P.Eng., Commissioner
Dept.: Engineering and Works

LADIES & GENTLEMEN :

October 12, 1979

SUBJECT : Santa Claus Parade.

ORIGIN : Mr. T. Blanchard.

COMMENTS : The purpose of this report is to advise the Committee of the proposed Santa Claus Parade which will be held on Saturday, November 10, 1979.

Staff will be meeting with the parade organizers, the Police Department and representatives of the Region of Peel Traffic Section to make all the necessary arrangements for traffic control during the parade.

The proposed route appears acceptable from a traffic point of view and for the information of the Committee is as follows :

The parade will start at the Applewood Heights Secondary School parking lot on Tomken Road north of Bloor Street. It will proceed north on Tomken Road, east on Burnhamthorpe Road to the Rockwood Mall. This will require the closure of Tomken Road from Bloor Street to Eglinton Avenue, Burnhamthorpe Road from Cawthra Road to Fieldage Drive, and Dixie Road from Bloor Street to Eglinton Avenue.

RECEIVED
REGISTRY No. 2307
DATE OCT 1 0 1979
FILE No. 29-79
CLERK'S DEPARTMENT

RECOMMENDATION : That this report dated October 12, 1979 from the Commissioner of Engineering and Works regarding the Santa Claus Parade, be received.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

cc : E.M. Halliday
All Commissioners

Att.

RKW:jb

12:a
CRESTLAWN DR
D-9038
FEWSTER
DRIVE
C-10365
ENCINO
ST
TOWER
LINES
COMMISSION
BELL
CON. 2 N.D.S.
TELEPHONE
CO
RATHBURN RD E
CREEK
TOMKEN
ROAD
HICKORY
DRIVE
381
FINISH
START
SADDLE
CRES.
785
FLAMEWOOD
SWAILINGLEAVES
CRESCENT
HOLLOWTREE
CRES
RUNNINGBROOK
DRIVE
800
SYESTON
CT
TWINMAPLE
BIRCHMEADOW
CRES
HARVEST
STREAM CRES
GREYOWL
POINT
SILVER
RD
SPEAR
ROAD
BICOKE
LOGMOSS
CRES
BEECHOLLOW
CRESCENT
736
776
790
758
769
LEXICON
PINESMOKE
CRES
OAK
MAGNOLIA
RD
STREAMWAY
RIVERSPRAY CRES
CITY OF MISSISSAUGA
Engineering Department
Traffic Section
ROUTE FOR SANTA CLAUS PARADE TO BE
HELD ON SATURDAY, NOVEMBER 10, 1979

City of Mississauga

MEMORANDUM

Our file : 17 111 80014
11 141 00039

13.

To The Chairman and Members of
Dept. The Public Works Committee

From W. P. Taylor, P. Eng., Commissioner,
Dept. Engineering and Works Department

October 11, 1979

SUBJECT : Construction of concrete walks on Dunbar Road, south of Dundas Street to Confederation Parkway.

ORIGIN : 1) Petition from the area residents.
2) Report Request No. 354-79

COMMENTS : Council at its September 10, 1979 session referred a petition from the residents on Dunbar Road to the Public Works Committee for consideration.

The request for a concrete sidewalk initiated a review of the site by our Engineering Department staff.

There is considerable pedestrian traffic, both adult and children, on Dunbar Road between Dundas Street and Confederation Parkway.

The cost of installing a concrete walk within the above captioned limits is estimated at approximately $17,000.00.

Our current 1979 Sidewalk Construction Programme is underway with approved funds being committed in total to those locations as earlier approved by Council.

We will forward a request to the Traffic Safety Committee to review and offer their recommendations for the 1980 programme.

RECEIVED
REGISTRY No. 2306
DATE OCT 1 0 1979
FILE No. 49-79
27-79
CLERK'S DEPARTMENT

RECOMMENDATION : That the construction of a concrete sidewalk on Dunbar Road between Confederation Parkway and Argyle Avenue be considered as a 1980 project.

W. P. Taylor, P. Eng.,
Commissioner,
Engineering and Works Department

BES:sa

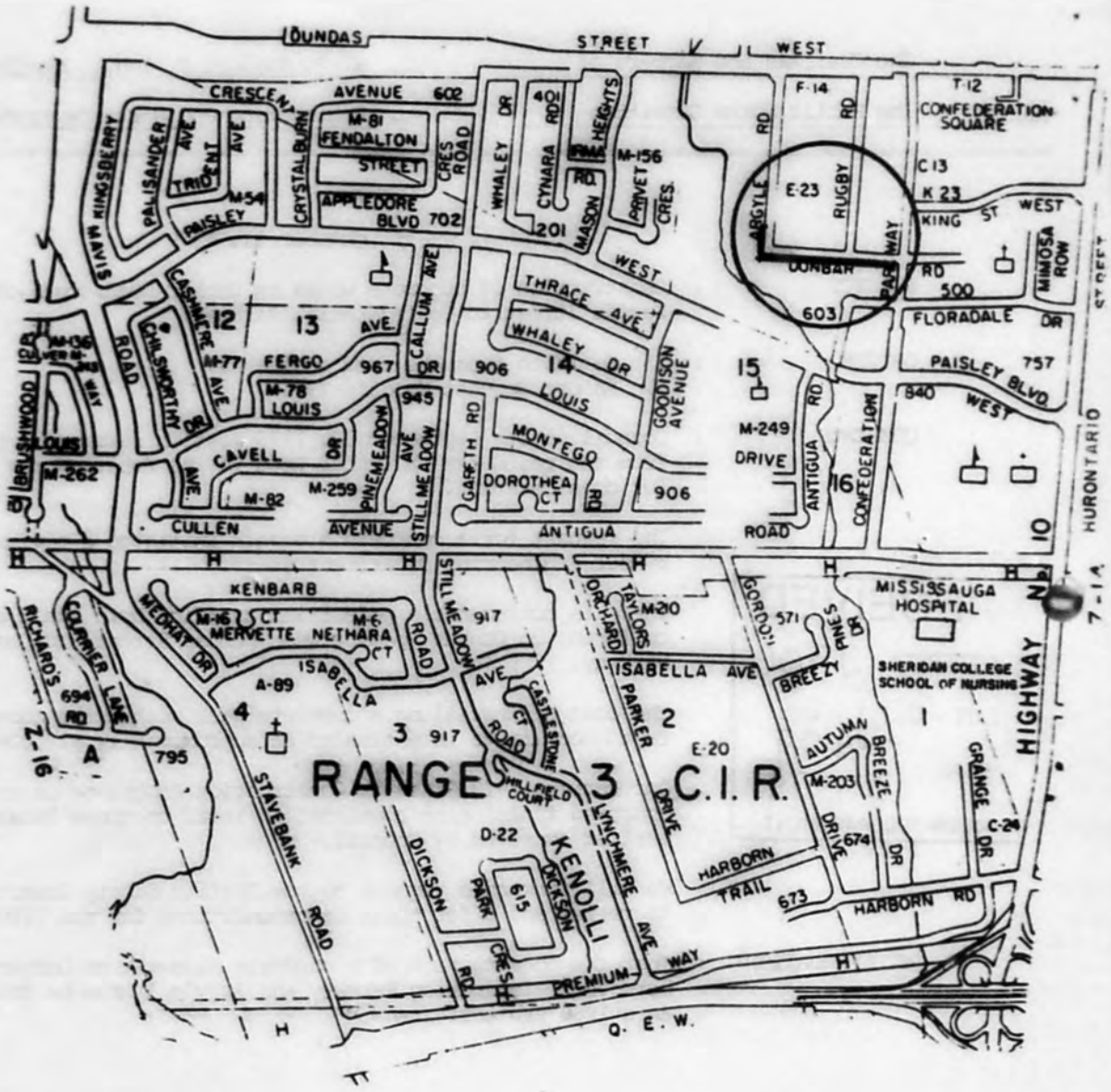
cc : City Manager
All Commissioners

Encl.

FORM 185

13. a

Z-22



Z-8

Z-15

City of Mississauga

MEMORANDUM

14.

To PUBLIC WORKS COMMITTEE

Dept.

From Terence L. Julian

Dept. City Clerk

October 11th, 1979

SUBJECT: Pinkney Drive Road Closing
and transfer to Region of Peel
Part of Lots 11 and 12, Conc. 1 N.D.S.

ORIGIN: Cawthra/Dundas Grade Separation.

COMMENTS: As part of the Cawthra/Dundas Grade Separation, the Region of Peel, through their Consultants McCormick and Rankin Associates Ltd., requested that the City close Pinkney Drive and that the lands be conveyed to the Region of Peel. The City agreed to the request provided that the Region absorb all the costs in connection with the closing and conveyance. A reference plan was prepared by John Wintle, O.L.S., designating the areas to be closed as Parts 1 and 2 on Reference Plan 43R-5436. By-law No. 612-77 was enacted on October 24th, 1977, authorizing the stopping-up of the road allowance and was registered on September 27th, 1978 as Instrument No. 490949.

The Engineering Department has now advised that all the conditions have been met and it would be appropriate to convey the closed-out portion of Pinkney Drive to the Region of Peel provided that the Region assumes all legal and related costs incurred as a result of the conveyance.

..... 2

14. a

RECOMMENDATION: That the City convey the closed-out portion of Pinkney Drive, shown as Parts 1 and 2 on Reference Plan 43R-5436, to the Region of Peel provided that the Region assumes all legal and related costs incurred as a result of the conveyance.

Terence L. Julian, A.M.C.T., C.M.C.
City Clerk

RKJ/jw

c.c. Mr. W. P. Taylor, P.Eng.

City of Mississauga

MEMORANDUM

15.

Our files : 11 141 00039
17 111 80014
11 121 00018
17 111 79014

To The Chairman and Members of
Dept. The Public Works Committee

From W. P. Taylor, P. Eng., Commissioner,
Dept. Engineering and Works Department

October 15, 1979

SUBJECT : Berm Installation on the east side of Winston Churchill Boulevard.

ORIGIN : Request for Report No. 379-79.

COMMENTS : General Committee at its meeting of October 3, 1979 requested that a report be prepared pertaining to the installation of a berm in conjunction with the construction of a sidewalk on Winston Churchill Boulevard from Dundas Street southerly to the Queensway.

RECEIVED
REGISTRY No. 2312.
DATE OCT 16 19..
FILE No. 52-79
CLERK'S DEPARTMENT

The consultant for the Region of Halton has reviewed the Committee's concerns and concludes that a berm could be physically provided along the east side of Winston Churchill Boulevard. Two typical cross section drawings are attached to illustrate the berm installation.

Section #1 could be provided in areas where the curb is located 22 ft. from the property limit and reflects a 3 ft. high berm.

Section #2 could be provided in areas where the pavement is widened for turning lanes. Since the infill section between the concrete curb and property limit is reduced, a 2 ft. high berm is possible.

The increased cost to the contract to provide the additional fill material, shaping the berm and providing related components no longer on the level, has been estimated to be approximately $14,000.00.

The Region's Consultant, McCormick & Rankin, has previously commented and reaffirms their opinion that noise berms of this height are ineffective in the control of noise.

The road contract on Winston Churchill Boulevard is nearing completion, tentatively set for the end of October 1979. An early recommendation is necessary to allow the Region to either include the additional work or complete the project as originally proposed.

..... continued .....

FORM 145

15.a

To : The Public Works Committee
October 15, 1979

RECOMMENDATION : 1. That the two (2) ft. to three (3) ft. high berm between the curb and sidewalk on the east side of Winston Churchill Boulevard from Dundas Street southerly to the Queensway be installed in conjunction with the construction of the sidewalk and the estimated cost of the work in the amount of $14,000.00 be assigned to the Reconstruction of Winston Churchill Boulevard from Burnhamthorpe Road to Eglinton Avenue (17 111 78073).

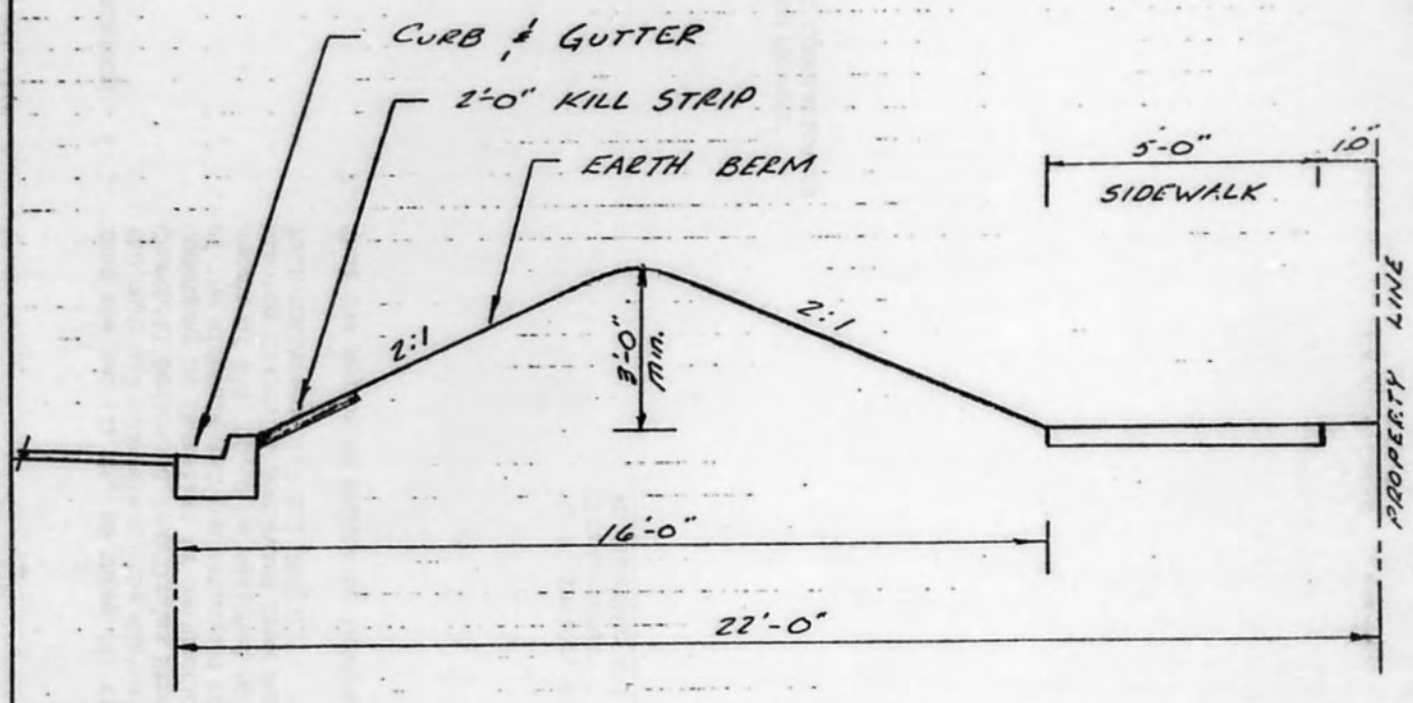
2. That the Region of Halton be informed of this recommendation.

W. P. Taylor, P. Eng.,
Commissioner,
Engineering and Works Department

BES:sa

cc : City Manager
All Commissioners

Encl.



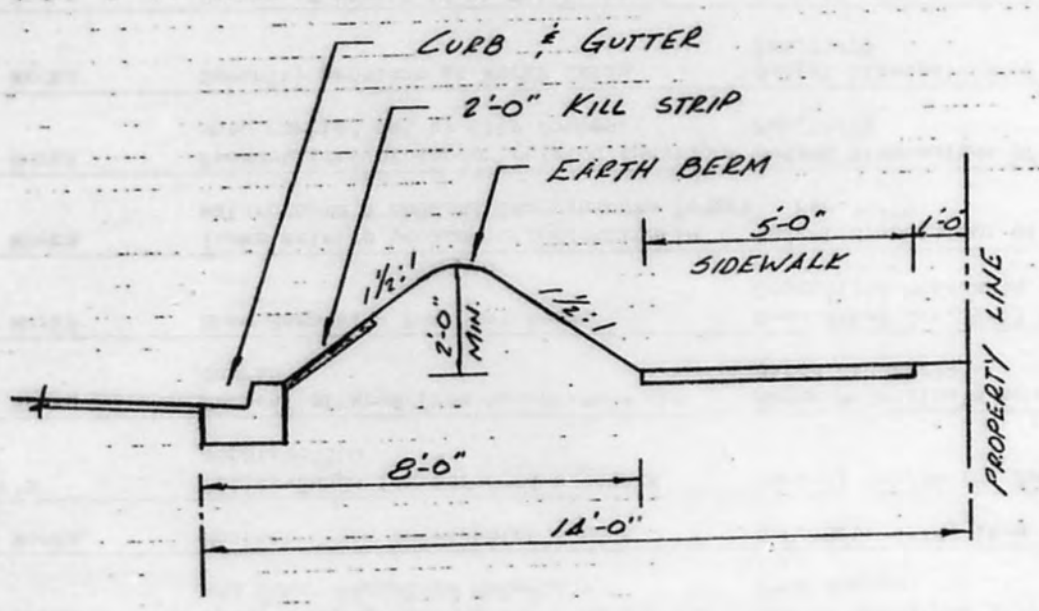
TYPICAL BERM SECTION

WINSTON CHURCHILL BLVD.

SECTION # 1

15.6

15.0



TYPICAL BERM SECTION

WINSTON CHURCHILL BLVD.

SECTION #2

16.a

PUBLIC WORKS

DATE: OCTOBER 16, 1979

SUMMARY OF UNFINISHED BUSINESS

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
76-79	Eng. & Works	Review of yard bins once sanitary landfill site on Britannia Rd. is in operation	Council, Feb.26/79, Res.#160	March 15/80	2
78-79	Eng. & Works	Review of policy regarding snow removal for elderly residents	Council, Feb.26/79, Res.#160	Nov. 28/79	3
82-79	Eng. & Works	Roadside mowing & roadside weed control	Council, Feb.26/79, Res.#162	March 15/80	4
161-79	Eng. & Works	Credit Woodlands Pilot Project	Traffic Safety Council of March 28/79	Oct. 15/79	0
166-79	Eng. & Works	Sidewalk Snow Clearance	Letter from C.J. Mackie dated April 12/79	Oct. 15/79	1
190-79	Eng. & Works	Study of Long Term Needs etc.	Council April 23/79-Res.#284	Nov. 10/79	1
193-79	Eng. & Works	All sidewalks that will be plowed by City forces	Public Works Committee April 20/79	Oct. 15/79	1
311-79	Eng. & Works	Dunbourne Holdings, Heldar Holdings, Whitehall Developments & Sylco Const. proposals of a cost sharing program so that the owners of lands north of Meadows Blvd. will not have to pay for the full cost.	Public Works Committee August 2/79	Dec. 15/79	1
312-79	Eng. & Works	Complaints re. access to Floradale Public School by school children approaching from the west and the condition of the vacant lands adjacent to the school	Public Works Committee Aug. 2/79	Oct. 20/79	0
313-79	Eng. & Works	Alternative Noise Abatement structures re. Lots 410, 411 and 421, Plan M-120 (Cadillac Fairview Corp.)	Public Works Committee August 2/79	Oct. 20/79	0
314-79	Eng. & Works	Review of all traffic control measures in the Z-14 area, bounded by the Q.E.W., Hurontario St., Dundas St. and Cawthra Rd.	Public Works Committee Aug. 2/79	Oct. 24/79	0

16.c

PUBLIC WORKS
DATE: OCTOBER 16, 1979

SUMMARY OF UNFINISHED BUSINESS

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
383-79	Clerk's	Rosnor Dev. Ltd. - acquisition of lands owned by Mr. Robert Roberty-Hickory Drive	Public Works Comm. of Sept. 6/79	----------	--------
385-79	Eng. & Works	Three hour parking time limit on Gananoque Drive between Glen Erin Drive and Bilbao Lane	Council, Oct. 9/79	----------	--------

PUBLIC WORKS
OCTOBER 16, 1979

OTHER MATTERS

SUBJECT	SOURCE	COMMENTS
Rutledge Road Land Acquisition	Feb. 24/78, memo from H. McCallion to W.P. Taylor	Not a public road, funds have not been included in the 5 year Capital Budget
Financial arrangements for Shady Lawn Court Erosion Control Project.	General Committee July 21, 1978	Residents have entered into agreement with C.V.C.A. on property to carry out works Legal Dept. has prepared an agr. for their share of the cost Legal proceeding to have individuals sign agr.
Report on proposed developments where the two $2300. per acre levies to be received are less than the cost of works related to roads and storm drainage set out in the Consolidated Report	G.C. July 6, 1977, Rec. #933	C.V.C.A has money in 1979 budget to carry out works, failing this monies will be available in 1980 Budget.
Investigate using funds deposited in lieu of sidewalk construction for repair of sidewalks		Report expected from Commissioner of Finance for Capital Budget Discussions
Mimico Creek Storm Sewer (Carlingview Drive) Transport Canada was requested to pay City's usual storm sewer levy. Awaiting comments from D.O.T.	General Committee, Dec.6/78 Rec. #1587	
Request from Canadian Transport Comm. to give consideration to requiring the CPR to contribute a sum equal to 5% of the total cost of the project eligible for subsidy.	Public Works Committee, March 1/79	Awaiting reply from the C.T.C.
Open Cut Permits	Public Works Committee April 20/79	To be reviewed in 2 years
Field Testing by MacLean-Hunter prototype connector housing	Public Works Committee April 20/79	Report is to be submitted prior to March 1980

16.d

PUBLIC WORKS 16.e

OCTOBER 16, 1979

OTHER MATTERS

SUBJECT	SOURCE	COMMENTS
1979 Maintenance Expenditures	Public Works Committee Sept. 6/79	Report is being prepared by Eng. Dept.
Assumption of Services - M-59	Public Works Committee Sept. 21/79	Awaiting list of outstanding matters from ratepayers' association

City of Mississauga

MEMORANDUM

To: Chairman and Members of the Public Works Committee

From: John D. Murray

Dept.: Public Works Committee

Dept.: Clerk's

October 17, 1979

Re: Public Works Committee
Ninth Line Reconstruction at
C.P.R. Railway Crossing
File 48-79

Attached is a report dated October 16, 1979 from Mr. W. P. Taylor, Commissioner of Engineering and Works, regarding the reconstruction of Ninth Line at the C.P.R. Railway Crossing. This report is being considered at the meeting of the Public Works Committee on Friday, October 19, 1979, at the request of Mr. Taylor, who has received several inquiries from Mr. J. J. Pitushka, P.Eng., Director of Public Works, of the Corporation of the Town of Milton.

Please do not hesitate to contact me if you have any questions in this regard.

John D. Murray
Committee Co-ordinator

/pj
attach.

c.c. Mayor and Members of Council
All Department Heads

City of Mississauga

MEMORANDUM

FILE REFERENCE: 12 111 00006
11 181 00010
11 141 00039
22 171 00003

To Chairman and Members of the
Dept. Public Works Committee

From William P. Taylor, P. Eng.
Dept. Engineering and Works

October 16, 1979

SUBJECT: Ninth Line reconstruction at C.P.R. rail crossing.

ORIGIN: Letter received from the Corporation of the Town of Milton, (Copy attached)

COMMENTS: The City of Mississauga and the Town of Milton have an agreement to cost share the maintenance and reconstruction of the Ninth Line on a 50-50 basis. The Town of Milton has advised that in their reconstruction program of the Ninth Line, it has been necessary for the C.P.R. to install signals at the C.P.R. Crossing. Further, the Town of Milton has asked us if we will agree to assume 6 1/4% of of the construction cost, and the Town of Milton would agree to assume 6 1/4% of the construction cost. They ask, in addition, if we will pay 25% of the maintenance cost, and Milton will assume 25% of the maintenance cost.

RECOMMENDATION:

That the Town of Milton be advised that the City of Mississauga is prepared to be a party to a C.T.C. order for automatic protection at the Ninth Line and the C.P.R.

Further, that the City of Mississauga is prepared to pay 6 1/4% of the construction cost, and 25% of the maintenance cost for same.

William P. Taylor, P. Eng.,
Commissioner.

RECEIVED
REGISTRY No. 2325
DATE OCT 16 1979
FILE No. 48-79
CLERK'S DEPARTMENT

WPT.mh
c.c. E. M. Halliday,
All Commissioners.

City of Mississauga

MEMORANDUM

To Mr. J. Murray
Dept. Clerk's

From Joan J. LeFeuvre
Dept. Clerk's

November 6th, 1979

RE: File 139-79 - Public Works Committee
(October 19, 1979, Report No. 12-79)

Council, at its meeting held on November 5th, 1979, adopted the report of the Public Works Committee meeting held on October 19th, 1979, with the exception of Items 172 and 173 which were amended to read as follows:

172. "That the following recommendation made by the Public Works Committee at its meeting held on October 19, 1979, be referred back to the Public Works Committee for further consideration:

(a) That the City of Mississauga policy that developers be responsible to include in their storm sewer design, capacity for drainage of lands which naturally drain through their lands unless otherwise approved by City Council, be re-affirmed.

(b) That the City of Mississauga not participate in cost sharing for storm sewers which drain lands of more than one developer if the storm sewer is less than 60 inches in diameter.

(c) That the City of Mississauga not participate in cost sharing for storm sewers of any size which drain lands of only one Developer.

(d) That Developers who satisfy City requirements and who request the City to enter into a cost sharing agreement, be required to make application in writing to the Commissioner of Engineering and Works for cost sharing prior to draft plan approval being requested."

...../2

CITY OF MISSISSAUGA

M I N U T E S

MEETING #12

NAME OF COMMITTEE:	PUBLIC WORKS COMMITTEE
DATE OF MEETING:	FRIDAY, OCTOBER 19, 1979
PLACE OF MEETING:	COMMITTEE ROOM 'A' at 2:00 P.M.
MEMBERS PRESENT:	Councillor R. Starr, Acting Chairman Councillor L. Taylor Councillor F. Hooper (2:00 - 3:05) Councillor S. Mahoney Mr. F.J. Dale Mr. A.S. Nemetz Mr. B. Belford
ALSO PRESENT:	Councillor M. Marland
MEMBERS ABSENT:	Councillor K. Dear Mr. P. Carlson Mr. R.B. Martin
STAFF PRESENT:	Mr. A. McDonald, Director of Maintenance Engineering Mr. W.P. Taylor, Commissioner of Engineering and Works Mr. A.D. Grannum, Committee Co-ordinator

NOTE: In the absence of the Chairman and Vice-Chairman of the Committee, Councillor Starr was elected to chair the meeting.

MATTERS CONSIDERED:

1. Report dated September 28, 1979, from Mr. W.P. Taylor, Commissioner of Engineering and Works, in response to a letter dated September 6, 1979, from Allan C. Randles Limited. Mr. Randles, who attended the meeting, expressed the view that small developers should be compensated for, or at least be permitted to pro-rate the cost of oversizing downstream storm sewers, to accommodate future upstream developments. In his report Mr. Taylor advised that it was City policy to make downstream developers responsible for ensuring capacity through their lands for future ultimate upstream developments. He indicated that the City has not entered into a cost sharing agreement for any storm sewer greater than 60 inches in diameter which drains solely the lands of a particular developer.

ITEM 1 CONTINUED

Mr. Taylor recommended -

(a) That the City of Mississauga policy that developers be responsible to include in their storm sewer design, capacity for drainage of lands which naturally drain through their lands unless otherwise approved by City Council, be re-affirmed.

(b) That the City of Mississauga not participate in cost sharing for storm sewers which drain lands of more than one developer if the storm sewer is less than 60 inches in diameter.

(c) That the City of Mississauga not participate in cost sharing for storm sewers of any size which drain only the lands of only one Developer.

(d) That Developers requesting cost sharing as outlined above be required to make application in writing to the Commissioner of Engineering and Works for cost sharing prior to draft plan approval being requested.

The Committee endorsed Mr. Taylor's recommendations.

File: 120-79 Recommendation #172 (L. Taylor)
84-79

2. Report dated October 2, 1979, from Mr. W.P. Taylor, Commissioner of Engineering and Works, regarding the reconstruction of Carolyn Road from Creditview Road to Durie Road. In his report Mr. Taylor advised that these works were included in the 1979 Capital Budget but had not been commenced because Kereven Developments Subdivision had been inactive and, therefore, no need existed for these improvements. Mr. Taylor pointed out that the cost of this work would increase by approximately $34,000.00 in 1980 and that there was no guarantee of a Ministry of Transportation and Communications subsidy for this project. Mr. Taylor recommended that the Commissioner of Engineering and Works be authorized to negotiate with Kereven Developments an increased cost-sharing on the part of Kereven Developments on the reconstruction of Carolyn Road from Creditview Road to Durie Road. This recommendation was adopted by the Committee.

File: PN 78-165 Recommendation #173 (F. Hooper)
139-79
T-77022

3. Report dated October 15, 1979, from Mr. W.P. Taylor, Commissioner of Engineering and Works, regarding the installation of a berm on the east side of Winston Churchill Boulevard between Dundas Street and the Queensway. To his report, Mr. Taylor attached two cross-section diagrams of the proposed berm and indicated that the estimated cost of the installation of such a berm was $14,000.00. He indicated that the Region's Consultants, McCormick & Rankin, had re-affirmed their opinion that noise berms of 2-3 ft. were ineffective in controlling noise, nevertheless, Mr. Taylor recommended that the two (2) foot to three (3) foot high berm between the curb and sidewalk on the east side of Winston Churchill Boulevard from Dundas Street southerly to the Queensway, be installed in conjunction with the construction of the sidewalk and the estimated cost of the work in the amount of $14,000.00 be assigned to the Reconstruction of Winston Churchill Boulevard from Burnhamthorpe Road to Eglinton Avenue. (18 111 78073), and that the Region of Halton be informed of this recommendation.

The Committee adopted the recommendation but indicated that the berm should be 3 ft. high.

This recommendation was referred directly to the Council meeting held on Monday, October 22, 1979.

File: 52-79 (F. Hooper)

4. Report dated October 10, 1979, from Mr. W.P. Taylor, Commissioner of Engineering and Works, regarding the 1979 Maintenance Expenditures in the Storm Sewer Repairs Account. Mr. Taylor indicated that the Engineering Department had a gross over-expenditure of $140,000.00 for emergency storm sewer repairs, and that a further $55,000.00 would be spent by the end of 1979 if all repair work was to be completed. In his report Mr. Taylor listed the projects and recommended that $95,000.00 be reallocated from various maintenance projects to the Emergency Storm Sewer Repairs Account and that $100,000.00 from the 1978 Capital Budget "City Participation in Storm Sewer Oversizing", be used for the balance of the Emergency Storm Sewer Repairs.

The Committee adopted these recommendations, and directed that the report be submitted to General Committee.

File: 24-79 Recommendation #174 (L. Taylor)
33-79A
53-79

5. Report dated October 15, 1979, from Mr. W.P. Taylor, Commissioner of Engineering and Works, regarding a list of storm sewer repairs which, due to the lack of funds, must be deferred until 1980 in spite of current drainage problems which will require repair work. In his report Mr. Taylor recommended that the following items be considered in the 1980 Current Budget under Storm Sewer Repairs, as top priority items:-

(a) Oakwood Avenue north of Forest Avenue - Estimated cost $24,000.00

(b) 2 Wesley Crescent - Estimated cost $ 7,000.00

(c) East Avenue and Lakeshore Road - Estimated cost $20,000.00

(d) 2325 Hurontario Street - Estimated cost $ 5,000.00

(e) Hurontario Street 400 ft. south of Burnhamthorpe Road Estimated cost $ 5,000.00

The Committee endorsed Mr. Taylor's recommendations.

File: 84-79 53-79 33-79 Recommendation #175 (S. Mahoney)

6. Report dated October 12, 1979, from Mr. W.P. Taylor, Commissioner of Engineering and Works, regarding a drainage problem in the Runningbrook Drive/Pinesmoke Crescent area, which has been causing some basement flooding through the storm water drainage system. In his report Mr. Taylor advised that the existing 24 inch diameter sewer should be increased to a 33 inch diameter sewer at an estimated cost of $30,000.00. He also advised that the work should be started immediately and that sufficient funds be available in the 1978 Miscellaneous Account. In his report, Mr. Taylor recommended that tenders be called for the reconstruction and enlargement of the existing storm sewer on Runningbrook Drive from Tomken Road to Pinesmoke Crescent, as soon as possible, with funds to be provided from the 1978 Miscellaneous Drainage Account.

The Committee endorsed Mr. Taylor's recommendation.

File: 84-79 53-79 Recommendation #176 (L. Taylor)

7. Report dated October 11, 1979, from Mr. W.P. Taylor, Commissioner of Engineering and Works, regarding a letter of complaint from Mr. William C. Mansell dated May 31, 1979, expressing the opinion that some confusion existed on the part of residents as to when garbage was to be picked up on a week in which there was a statutory holiday. Mr. Taylor advised that when garbage collection day fell on a statutory holiday, the collection dates were advanced one day. Mr. Taylor advised that that information was provided in a booklet distributed annually in the Spring to householders.

The Committee recommended that Mr. Taylor's report be received, and that a copy of his report be forwarded to Mr. Mansell.

File: 59-79 Recommendation #177 (S. Mahoney)

8. Report dated October 9, 1979, from Mr. W.P. Taylor, Commissioner of Engineering and Works, regarding an Agreement between the Regional Municipality of Peel and the City of Mississauga allowing the City to construct certain Regional services when a City-owned road was being reconstructed. In his report, Mr. Taylor recommended that the Mayor and the Clerk be authorized to execute the Agreement dated the 17th day of August, 1979, between the Corporation of the City of Mississauga and the Regional Municipality of Peel, with respect to the construction of certain water and sewer works on City-owned roads being reconstructed, at no cost to the City of Mississauga.

This recommendation was adopted by the Committee.

File: 84-79
35-79 Recommendation #178 (L. Taylor)

9. Report dated October 5, 1979, from Mr. W.P. Taylor, Commissioner of Engineering and Works, recommending the designation of fire routes at 2440 Bromsgrove Road and 377 Burnhamthorpe Road East and that the by-law to amend Traffic By-law #444-79, as amended, be enacted.

This recommendation was adopted by the Committee.

File: 86-79 Recommendation #179 (L. Taylor)

10. Report dated October 5, 1979, from Mr. W.P. Taylor, Commissioner of Engineering and Works, regarding an amendment to the Traffic By-law #444-79, to provide for clarification of speed limits on certain roads. Mr. Taylor emphasized that the by-law did not provide for any changes in existing speed limits but merely clarified Schedule 18 of the by-law establishing the maximum speed limits. He recommended that the by-law to amend the Traffic By-law #444-79, as amended, be enacted to clarify the Schedule.

This recommendation was adopted by the Committee.

File: 86-79 Recommendation #180 (S. Mahoney)

11. Report dated October 9, 1979, from Mr. W.P. Taylor, Commissioner of Engineering and Works, regarding a request from Mrs. D.W. Carter for an all-way stop sign at the intersection of Santee Gate and Silverado Drive. In his report Mr. Taylor advised that a traffic count indicated that all-way stops at that location were not warranted and that there had been no accidents there for the past two years.

Mr. Taylor's recommendation that all-way stop signs not be installed at Santee Gate and Silverado Drive as warrants are not met was adopted by the Committee.

File: 49-79 Recommendation #181 (L. Taylor)
86-79

12. Report dated October 12, 1979, from Mr. W.P. Taylor, Commissioner of Engineering and Works, regarding the Santa Claus Parade scheduled for Saturday, November 10, 1979. In his report Mr. Taylor advised that staff were meeting with the Parade organizers to ensure that all the necessary arrangements for traffic control had been made. Mr. Taylor's report was received.

File: 29-79 Recommendation #182 (A.S. Nemetz)

13. Report dated October 11, 1979, from Mr. W.P. Taylor, Commissioner of Engineering and Works, regarding a request from residents for the construction of a concrete sidewalk on Dunbar Road between Confederation Parkway and Argyle Road. In his report Mr. Taylor advised that the estimated cost of the work was $17,000.00, but that the 1979 Sidewalk Construction Programme was already under way with the approved funds being committed in total to locations previously approved by Council.

PUBLIC WORKS COMMITTEE OCTOBER 19, 1979

REPORT NO. 12-79

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its twelfth report and recommends:

172. (a) That the City of Mississauga policy that developers be responsible to include in their storm sewer design, capacity for drainage of lands which naturally drain through their lands unless otherwise approved by City Council, be re-affirmed.

(b) That the City of Mississauga not participate in cost sharing for storm sewers which drain lands of more than one developer if the storm sewer is less than 60 inches in diameter.

(c) That the City of Mississauga not participate in cost sharing for storm sewers of any size which drain lands of only one Developer.

(d) That Developers who satisfy City requirements and who request the City to enter into a cost sharing agreement, be required to make application in writing to the Commissioner of Engineering and Works for cost sharing prior to draft plan approval being requested.

(38-172-79) 120-79
84-79

173. That the Commissioner of Engineering and Works be authorized to negotiate with Kereven Developments, developers of proposed plan of subdivision T-77022, an increased cost-sharing on the part of Kereven Developments for the reconstruction of Carolyn Road from Creditview Road to Durie Road.

(38-173-79) PN 78 165
139-79
T-77022

174. (a) That $95,000.00 be reallocated from various maintenance projects to the Emergency Storm Sewer Repairs Account as recommended in the report of the Commissioner of Engineering and Works dated July 19, 1979.

(b) That $100,000.00 from the 1978 Capital Budget "City Participation in Storm Sewer Oversizing", be used for the balance of the Emergency Storm Sewer Repairs which have been carried out and are still necessary to be carried out.

(38-174-79) 24-79
33-79A
53-79

175. That the following items be considered in the 1980 Current Budget under Storm Sewer Repairs, as top priority items:-

(a) Oakwood Avenue north of Forest Avenue - Estimated cost $24,000.00

(b) 2 Wesley Crescent - Estimated cost $ 7,000.00

(c) East Avenue and Lakeshore Road - Estimated cost $20,000.00

(d) 2325 Hurontario Street - Estimated cost $ 5,000.00

(e) Hurontario Street 400 ft. south of Burnhamthorpe Road Estimated cost $ 5,000.00

(38-175-79) 84-79
53-79
33-79

176. That tenders be called for the reconstruction and enlargement of the existing storm sewer on Runningbrook Drive from Tomken Road to Pinesmoke Crescent, as soon as possible, with funds to be provided from the 1978 Miscellaneous Drainage Account.

(38-176-79) 84-79
53-79

177. That the report dated October 11, 1979, from Mr. W.P. Taylor, Commissioner of Engineering and Works, regarding garbage collection, be received and that a copy of the report be forwarded to Mr. W.C. Mansell, 2178 Primate Road, Mississauga, Ontario.

(38-177-79) 59-79

178. That the Mayor and the Clerk be authorized to execute the Agreement dated the 17th day of August, 1979, between the Corporation of the City of Mississauga and the Regional Municipality of Peel, with respect to the construction of certain water and sewer works on City-owned roads being reconstructed, at no cost to the City of Mississauga.

(38-178-79) 84-79
35-79

179. That fire routes be designated at 2440 Bromsgrove Road and 377 Burnhamthorpe Road East and that the by-law to amend Traffic By-law #444-79, as amended, be enacted.

(38-179-79) 86-79

180. That the draft by-law to amend the Traffic By-law #444-79, as amended, to clarify Schedule 18 dealing with maximum rates of speed on certain roads in the City of Mississauga, be enacted.

(38-180-79) 86-79

181. That all-way stop signs not be installed at Santee Gate and Silverado Drive as warrants are not met.

(38-181-79) 49-79
86-79

182. That the report dated October 12, 1979, from Mr. W.P. Taylor, Commissioner of Engineering and Works, outlining the route of the Santa Claus Parade to be held on Saturday, November 10, 1979, and indicating that Staff will meet with the organizers of the parade to ensure that arrangements for traffic control have been made, be received.

(38-182-79) 29-79

183. That the construction of a concrete sidewalk on Dunbar Road between Confederation Parkway and Argyle Road, be considered in the 1980 Capital Budget Discussions.

(38-183-79) 49-79
27-79
33-79A

184. That the City of Mississauga convey the closed-out portion of Pinkney Drive, shown as Parts 1 and 2 on Reference Plan 43R-5436, to the Region of Peel provided that the Region assumes all legal and related costs incurred as a result of the conveyance, and further that the conveyance be subject to the City reserving the right to use the land as a walkway.

(38-184-79) 103-79
35-79

185. That the Summary of Unfinished Business relating to the Public Works Committee dated October 16, 1979, be received.

(38-185-79) 139-79

186. (a) That the City of Mississauga agree to a Canadian Transport Commission Order for the installation of automatic protection at the Ninth Line and the C.P.R., and that the Town of Milton be so advised.

(b) That the City of Mississauga pay 6 1/4% of the construction cost of the automatic protection, and 25% of the maintenance cost and that the appropriate funds be allocated in the 1980 Budget.

(38-186-79) 48-79

ITEM 2 CONTINUED .....

sufficient securities and cash supplements have been received to guarantee certain minor asphalt repairs and the regrading of two undeveloped lots. Mr. Taylor recommends:-

a) That a cash settlement in the amount of $200.00 be accepted from the Developer, Credit Heights Limited, of the Credit Heights Subdivision, R. P. M-67, in lieu of undertaking the minor asphalt repairs.

b) That the Letter of Credit in the amount of $1,000.00 be accepted as a guarantee from the Developer that Lot 18, R. P. M-67 and Lot 17, R. P. 880 be regraded, top soiled and seeded when requested to do so by the City of Mississauga Engineering Department.

c) That the Municipal works of R. P. M-67 as provided for and maintained under the terms of the Engineering Agreement be assumed by the Municipality.

d) That all securities for R. P. M-67 be released to the Developer, Credit Heights Limited.

e) That a by-law be enacted establishing the road allowances within R. P. M-67 as part of the public highway and part of the municipal highway system.

File: M-67

RECOMMEND ADOPTION

3. Report dated August 30, 1979 from the Commissioner of Engineering and Works regarding the quit claiming of certain temporary drainage easements on several lots on R. P. 697, located east of Portway Avenue and north of the North Sheridan Way. In his report, Mr. Taylor advises that the Developer of R.P. 697, Bengot Holdings Limited, provided temporary drainage easements to the Township of Toronto over swales on a number of lots in this subdivision. These easements provided for a term of four years which have now expired and no drainage problems have been reported in this area. Mr. Taylor recommends that a by-law be enacted authorizing the quit claiming by the Municipality of temporary drainage easements on Lots 1, 2, 3, 4, 22 to 43 inclusive, 46, 48, 49, 50, 72 to 98 inclusive, 109 to 122 inclusive, 124 to 137 inclusive, and 146 to 150 inclusive, Registered Plan 697.

File: R.P. 697

RECOMMEND ADOPTION

1.b

2546 Thorn Lodge Drive,
Mississauga, Ontario.
L5K 1K5
May 30, 1979.

WITHOUT PREJUDICE

RECEIVED
REGISTRY No. 5906
DATE JUN 0 1979
FILE No. 137-79
49-79
CLERK'S DEPARTMENT

RECEIVED
MAY 31 1979

Mrs. H. McCallion,
Mayor,
Corporation of the City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

Dear Mayor McCallion:

We, the undersigned concerned residents of Thorn Lodge Drive, Mississauga, hereby request that immediate action be taken for implementation of a corrective plan that will:

(i) Effectively control traffic volume on this street and in the immediate area.

(ii) Eliminate the blatant and excessive driving speeds of many motorists who travel on Thorn Lodge Drive.

This street, as you may know, extends for a distance of approximately 1.2 miles in its entirety. Located on the street are 3 schools and a church, supposedly protected throughout the total length of the route, by the constant speed limit posted thereon.

Few, if any, motorists appear to consistently adhere to the legal speed limit ——— 40 KPH.

Such a dangerous and undesirable situation, particularly with so many youngsters living on the street, must be eliminated before serious injury or a worse tragedy befalls some unfortunate person.

Many individual attempts have been made over the past few years, by various residents, to have something done through reporting certain incidents to the Peel Regional Police. Such efforts have been ineffectual with no lasting solution to the problems offered.

Several calls were placed to the office of the local Alderman to request his advice as to the steps we should take to overcome our predicament. These calls have all gone unanswered.

We recall, during your campaign you expressed views that indicated your concern for the well-being of your constituents. In the interest of public safety, we therefore respectfully request a reply to our submission by June 15th, 1979.

It is reasonable to assume that part of your course of action will include installation of stop signs at appropriate locations, as was utilized to alleviate a similar situation in Credit Woodlands, coupled with the use of radar equipment. The attached signatures represent 92 % of the 109 residents living on Thorn Lodge Drive.

Yours respectfully,

A. B. Lucas

A. B. Lucas

c.c. Mr. ~~P. O'Dwyer~~ H. Kennedy, Chairman,
Traffic Safety Council

Petition on file in Clerk's Dept.

THIS COPY FOR

1.C

APPEAL TO MAYOR H. MC CALLIN REGARDING TRAFFIC & SPEEDING PROBLEMS ON THORN LODGE DRIVE.

NAME	ADDRESS	TELEPHONE NO.
Mr. + Mrs. D. Moulenard	2175 Thorn Lodge Dr.	822-3933
T.T. Kunic	2179 Thornlodge Dr.	823-2952
Mr. + Mrs. J. Cadamuro	2185 Thorn Lodge	822-4609
* Douglas Dunbar	2213 Thornlodge	822-6508
Mr. + Mrs. S. Rauer	2234 Thornlodge Dr	823-6280
Martha Wheelerne	2239 Thorn Lodge Dr.	822-3651
Mrs. Ann Costello	2243 Thorn Lodge Dr	823-4852
Mrs. Evelyn Millar	2327 Thornlodge Dr	822-3191
Mr. John Peter Bradshaw	2356 Thornlodge Dr	822-7106
Lorna Tilley	3316 Thorn Lodge Dr	822-3587
Betty Duckworth	2320 " "	822-2404
Mr. + Mrs. R. Dougherty	2300 Thornlodge	8229920
Mr. + Mrs Wm. McCaughey	(Facing Thornlodge) 2615 Homelands	822-7492
L.A. Brown.	2667 Thorn Lodge Dr.	
Mr. + Mrs. D. Bates.	2670 Thorn Lodge Dr.	822-3763.
Douglas + Carolyn Redden	2656 Thorn Lodge	822-7519.
J.I. Dunworth	2657 Thorn Lodge	822-5321
John + Joanne Hugill	2643 Thorn Lodge	822-7753
Leigh Chilton	2659 Thorn Lodge	822-3279

APPEAL TO MAYOR H. MC CALLIS REGARDING TRAFFIC & SPEEDING PROBLEMS ON THORN LODGE DRIVE.

1.d

NAME	ADDRESS	TELEPHONE NO.
Mrs. D. Hudson	2217 THORN LODGE DR	822-3985.
Earl Carlen	2172 Thornlodge Dr	823-6489
Betty Jane Jackson	2160 Thornlodge	822-3087
Mr & Mrs Carl Carlson	2163 Thornlodge	822-1337
Lorna D. Ritchie	2281 Thornlodge	822-3203
Alan Gurley	2358 Thorn Lodge	822-5699
Mr & Mrs. J. A. Hayes	2366 Thornlodge	822-8985.
Mr & Mrs M. Melnik	2402 Thornlodge	822-0409
Diane Seeber	2412 Thornlodge	822-1438
June & Ron Mansfield	2422 Thornlodge	823-2624.
Mr. & Mrs. H. Williams	2452 Thornlodge Dr	8220179
Mr. Mrs. W. Shackelford	2229 Thorn Lodge	822 7998
John W. Klinck	2273 Thorn Lodge Dr.	822-0164
Paul A. DeFlaid	2273 THORNLODGE DR.	822-0164
Lynne Speer	2686 Thornlodge	822-7719
Mr & Mrs. K. Stewart	2613 Thornlodge Ct.	822-6432
Mr & Mrs James Frank	2595 Thorn Lodge	822-9464

1.e

APPEAL TO MAYOR H. MC CALLION REGARDING TRAFFIC & SPEEDING PROBLEMS ON THORN LODGE DRIVE.

NAME	ADDRESS	TELEPHONE NO.
MANUEL PALOMO	2530 THORNLODGE DR	823-1730
Mr + Mrs M Barry	2520 " "	822-4974
Mr + Mrs R Hard	2513 " "	822-5633
Mr + Mrs H Schmidt	2536 " "	822-3929
Mr + Mrs W L Brown	2529 " "	823-1574
Mr + Mrs T Bolton	2550 Thorn Lodge	822 8526
Mr + Mrs A Lemon	2546 Thorn Lodge	822 5554
Louis Hogar	2510 " "	8239760
Mr + Mrs Wm Jackson	2553 Thorn Lodge Dr	822 8115
Mr + Mrs D K McCleary	2557 Thorn Lodge Dr.	822-6658
Mr + Mrs F G Firth	2580 THORNLODGE DR	823-2575
Mr + Mrs J B Gunter	2539 Thornlodge Dr.	823-2096
Mr + Mrs R F Foley	2533 Thorn Lodge Dr	822-6157
Mr + Mrs Raymond Moore	2523 Thorn Lodge Dr	822-2498
Mr + Mrs H Wiedman	2526 Thorn Lodge Dr.	822-0619
Mr + Mrs John Moore	2690 Thornlodge Dr	823-6856
Mr + Mrs R. Duncan	2650 Thornlodge Dr	822-7173
Mr + Mrs L Connolly	2676 Thorn Lodge	822-0108
Mr + Mrs T Lawson	2[illegible] Thorn Lodge	822-[illegible]

APPEAL TO MAYOR H. MC CALLION REGARDING TRAFFIC & SPEEDING PROBLEMS ON THORN LODGE DRIVE.

1.f

NAME	ADDRESS	TELEPHONE NO.
Mr & Mrs R. Schroeffel	2486 Winthrop	822-3482
Mr. & Mrs. John Lafe	2650 Thornlodge Dr	823-6516
Mr. & Mrs John Felix	2644 Thornlodge Dr.	823. 1069
Mr & Mrs. Eric Lassard	2616 Thornlodge Dr.	823-2275
Mr & Mrs Kerns	2610 Thornlodge Dr	822-4819
Mr & Mrs J R Hurd	2606 Thornlodge Dr.	822-5171
Mr & Mrs Pat Good	2600 Thornlodge	822-7147
Mr & Mrs Todd	2596 Thornlodge Dr	822-2261
MR & MRS THOMAS	2590 THORNLODGE	822 1686
Mr & Mrs. B Brown	2556 Thornlodge	823 4969
Mr & Mrs L. Kangas	2564 Thornlodge	823 1629
Mr & Mrs Ken Brown	2519 Thorn Lodge Dr	823-3811
Mr & Mrs Bolo	2254 Thornlodge	823-2835
John L Campbell	2264 Thorn Lodge	822-1444
D. A. Parks	2280 Thorn Lodge Dr	822-4260
[illegible]	2244 Thorn Lodge	822-4825
[illegible]	2240 Thorn Lodge	823-5210
Mr & Mrs [illegible]	2230 Thornlodge	822-2593
Mr & Mrs H Miller	2196 Thornlodge	822-4130

1·9

APPEAL TO MAYOR H. MC CALLION REGARDING TRAFFIC & SPEEDING PROBLEMS ON THORN LODGE DRIVE.

NAME	ADDRESS	TELEPHONE NO.
MR & MRS. STIRRUP	2731 THORNLODGE	822-4511
MR + MRS. H. Pankesteen	2693 Thorn Lodge	822-2255
MR & MRS Paul LeBlanc	2691 Thorn Lodge	823-1548
Mr & Mrs John Ker	2673 Thornlodge Dr.	823-1141
MR + MRS L. Bailey	2661 Thornlodge Dr	823-6175
Sergio Bottarelli	2651 THORNLODGE DR.	823-2655
MR. + MRS H. H. MORTIMER	2647 Thorn Lodge Dr.	822-4795
[illegible]	2639 Thorn Lodge Dr.	232-5062
Eric + Helen Smith	2623 Thorn Lodge Dr	823-4159
[illegible]	[illegible]	[illegible]
Pat + [illegible] Parker	2585 Thornlodge Dr	822-2257
[illegible]	2577 Thorn Lodge Dr	823-2592
FRANKER + Bob Linley	2575 Thorn Lodge Drive	822-5555
Grace + Joe Bateman	2571 Thornlodge Dr	822-[illegible]
Ken + Sue McFadyen	2557 Thornlodge Dr	822-[illegible]
[illegible]	2553 [illegible]	
[illegible]		
Carol + Art Noel	2224 Thorn Lodge Dr	
Adrienne + Colin Fraser	2202 Thorn Lodge Dr.	
Jock Hughes	2372 Thorn Lodge Dr	

1.2

APPEAL TO MAYOR H. MC CALLION REGARDING TRAFFIC & SPEEDING PROBLEMS ON THORN LODGE DRIVE.

NAME	ADDRESS	TELEPHONE NO.
Don + Marie McIntosh	2189 Thorn Lodge Dr.	822-7433
Jim + Mary Sam	2330 Thorn Lodge Dr.	823-1529
Joe + Joan Kizlak	2362 Thornridge Dr.	822.5955
Mike Rampler	2432 Thornlodge Dr	522-7268
[illegible] + Jenny Campbell	2451 THORNRIDGE DR	822-6537.
Jo Keith + Frances	2210 Thornlodge Dr.	825-5981
Dr. + Mrs Al Benine	2540 Thornlodge Dr	823-2397

City of Mississauga

MEMORANDUM

Files: 16 111 72056
11 141 00039

Jm

2.

To Chairman and Members — From William P. Taylor

Dept. Public Works Committee — Dept. Engineering and Works

September 20, 1979

SUBJECT: Assumption of the Works for Credit Heights Subdivision, Registered Plan M-67.

ORIGIN: Engineering and Works Department.

COMMENTS: The subject works are located south of Dundas Street West and East of Glengarry Road and consists of 56 lots and a Park Block (Block 'C').

As far as the Engineering and Works Department is concerned, the developer has complied with all requirements of the Engineering Agreement for the installation of the municipal services.

The developer has also forwarded the City a cash settlement in the amount of $200.00 to cover some minor asphalt repairs and a Letter of Credit in the amount of $1,000.00 to guarantee the regrading, topsoiling and seeding of two undeveloped lots; Lot 18, R.P. M-67 and Lot 17, R.P. 880.

RECOMMENDATIONS:

1. That the City accept the cash settlement from the developer in the amount of $200.00 in lieu of undertaking the minor asphalt repairs.

2. That the City accept the Letter of Credit in the amount of $1,000.00 as a guarantee from the developer towards regrading, topsoiling,and seeding of Lot 18, R.P. M-67 and Lot 17, R.P. 880 at the request of the City of Mississauga, Engineering Department.

3. That the City assume the municipal works as provided and maintained under the terms of the Engineering Agreement.

4. That the City release all securities to the developer, Credit Heights Ltd.

RECEIVED
REGISTRY No. 1481
DATE SEP 20 1979
FILE No. M67
CLERK'S DEPARTMENT

2....

FORM 145

2.a

RECOMMENDATIONS: 5. That the City council pass a by-law establishing the road allowance within registered plan M-67 as public highway and part of the municipal highway system of the City of Mississauga.

William P. Taylor, P. Eng.
Commissioner

WPT:kw
cc: City Manager
All Commissioners
W. Munden
Region of Peel - B. Wright
D. Markle
W. J. Richmond
D. J. Debenham

City of Mississauga

MEMORANDUM

FILES: 11 141 00039
12 261 00009
11 121 00017

JM
3.

To Chairman and Members

Dept. Public Works Committee

From W. P. Taylor

Dept. Engineering and Works

August 30, 1979

SUBJECT: Quit Claiming temporary drainage easements on several lots in Registered Plan 697, located east of Portway Avenue and north of the North Sheridan Way.

ORIGIN: Temporary drainage easements provided by Bengot Holdings Limited to the City of Mississauga registered on the titles of several lots within Registered Plan 697.

COMMENTS: On August 2, 1979, this department reported to the Public Works Committee recommending the quit claiming of a temporary drainage easement on lot 123, Registered Plan 697.

Since that date, we have completed a review of the documents relative to this entire plan with the consultation of our Legal Department.

From our review we find that temporary drainage easements were provided to the Township of Toronto over swales on lots 1, 2, 3, 4, 22 to 43 inclusive, 46, 48, 49, 50, 72 to 98 inclusive, 109 to 137 inclusive, and 146 to 150 inclusive. Insofar as the actual documents for these easements stipulate a term of four years, which has now passed, and insofar as no drainage problems have been reported, we find that the temporary drainage easements should be quit claimed.

RECOMMENDATION: That a By-law be passed authorizing the quit claiming by the City of the temporary drainage easements on lots 1, 2, 3, 4, 22 to 43 inclusive, 46, 48, 49, 50, 72 to 98 inclusive, 109 to 122 inclusive, 124 to 137 inclusive, and 146 to 150 inclusive, Registered Plan 697.

RECEIVED
REGISTRY No. 1485
DATE SEP 25 1979
FILE No. 53-79
CLERK'S DEPARTMENT

W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

RMB/br

cc: E. Halliday
All Commissioners

FORM 145

City of Mississauga

MEMORANDUM

FILES: 11 141 00039
16 111 71068

To Chairman and Members

Dept. Public Works Committee

From William P. Taylor, P.Eng.

Dept. Engineering and Works

September 13, 1979.

SUBJECT: Revision to Noise Abatement Works Proposed For Plan M-224 Located South of the South Sheridan Way and West of Mississauga Road (Enclosure No. 1)

ORIGIN: Engineering Agreement Among Ture Anderson (Eastern) Limited, The City of Mississauga, and The Region of Peel Dated May 16, 1977.

COMMENTS: Under the terms of the Engineering Agreement for Plan M-224, the Developer is required to provide specific noise abatement works along the rear of those lands abutting the Queen Elizabeth Way. These works are defined as a five foot high solid board fence erected upon a berm four feet in height (Enclosure No. 2).

Subsequent to the signing of this Engineering Agreement, Hydro Mississauga advised us that they were proposing on constructing a substation on Block 'B' and Lot 30 of this Plan. At that same time, they and the Developer for Plan M-224 proposed the replacement of the aforementioned berm and fence works with a nine foot high solid board fence which would provide the same noise abatement. (Enclosure No. 3).

In reviewing this proposal, we find that such a fence would be compatible with the proposed works in the subdivision to the west and that the intent of the Engineering Agreement works will be met by this revision.

RECOMMENDATION: That the Engineering Agreement for Plan M-224 be revised to permit the erection of a nine foot high noise abatement fence along the northerly limits of Lots 30 and 31 and Block B in lieu of the originally proposed fence and berm works.

[redacted]cm
Encls.

cc: E. M. Halliday
All Commissioners

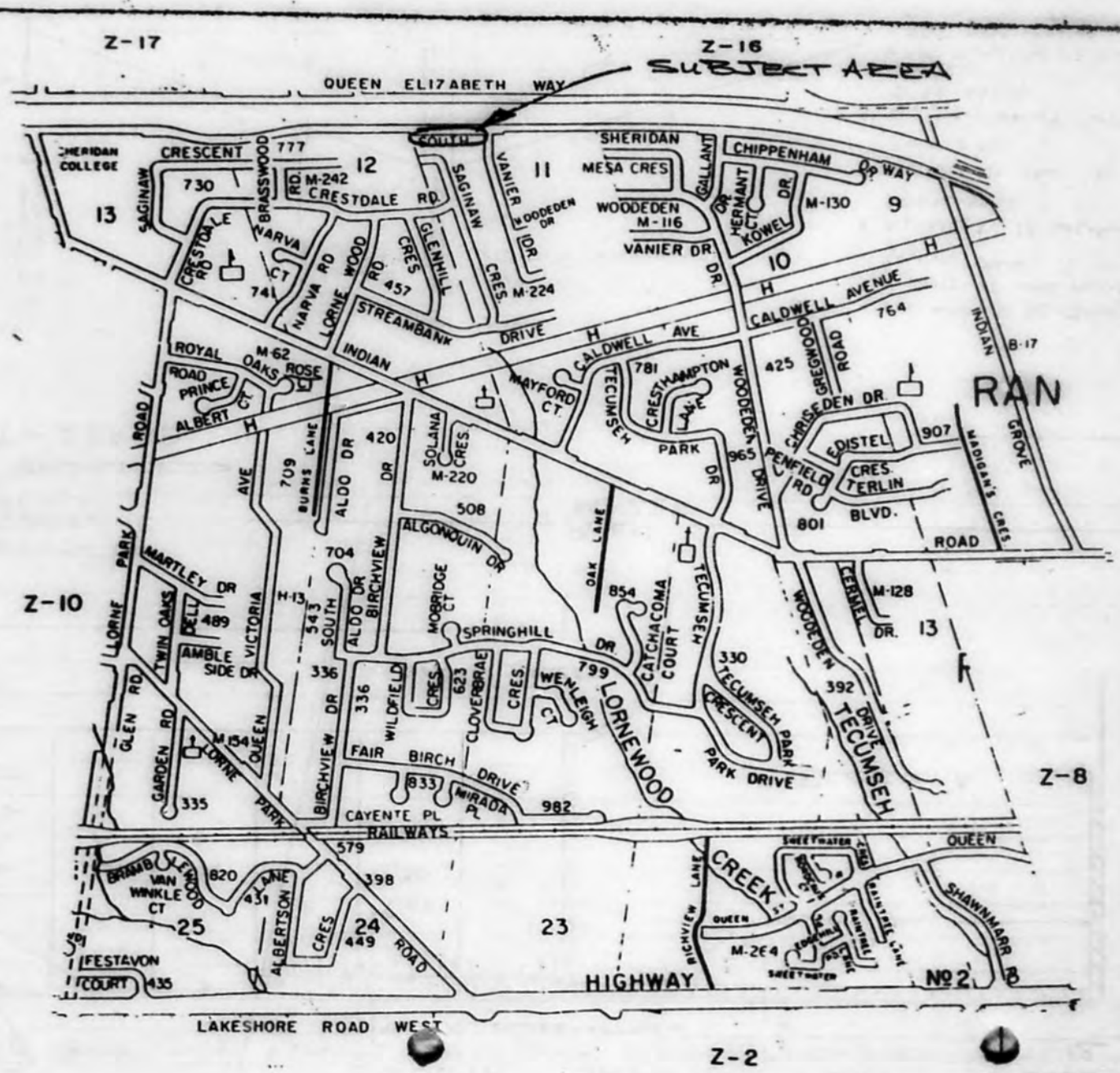
RECEIVED
REGISTRY No. 1407
DATE SEP 24 1979
FILE No. M224
CLERK'S DEPARTMENT

William P. Taylor, P.Eng.,
Engineering and Works.

FORM 145

ENCLOSURE No. 1

H.a

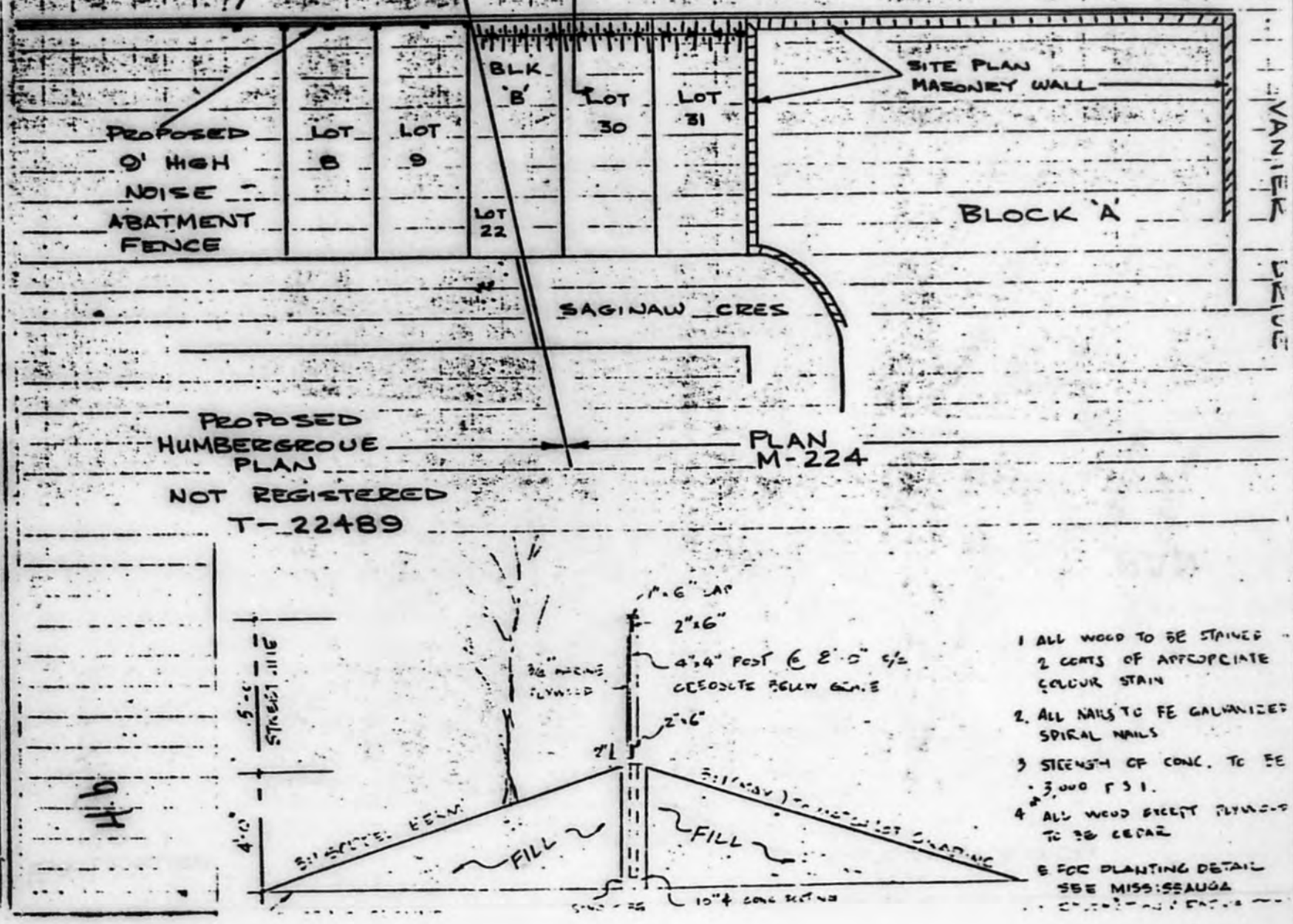


WORKS IN ENG. DIV.

SOUTH SHERIDAN WAY

ENCL. No 2

TYPICAL CROSS-SECTION



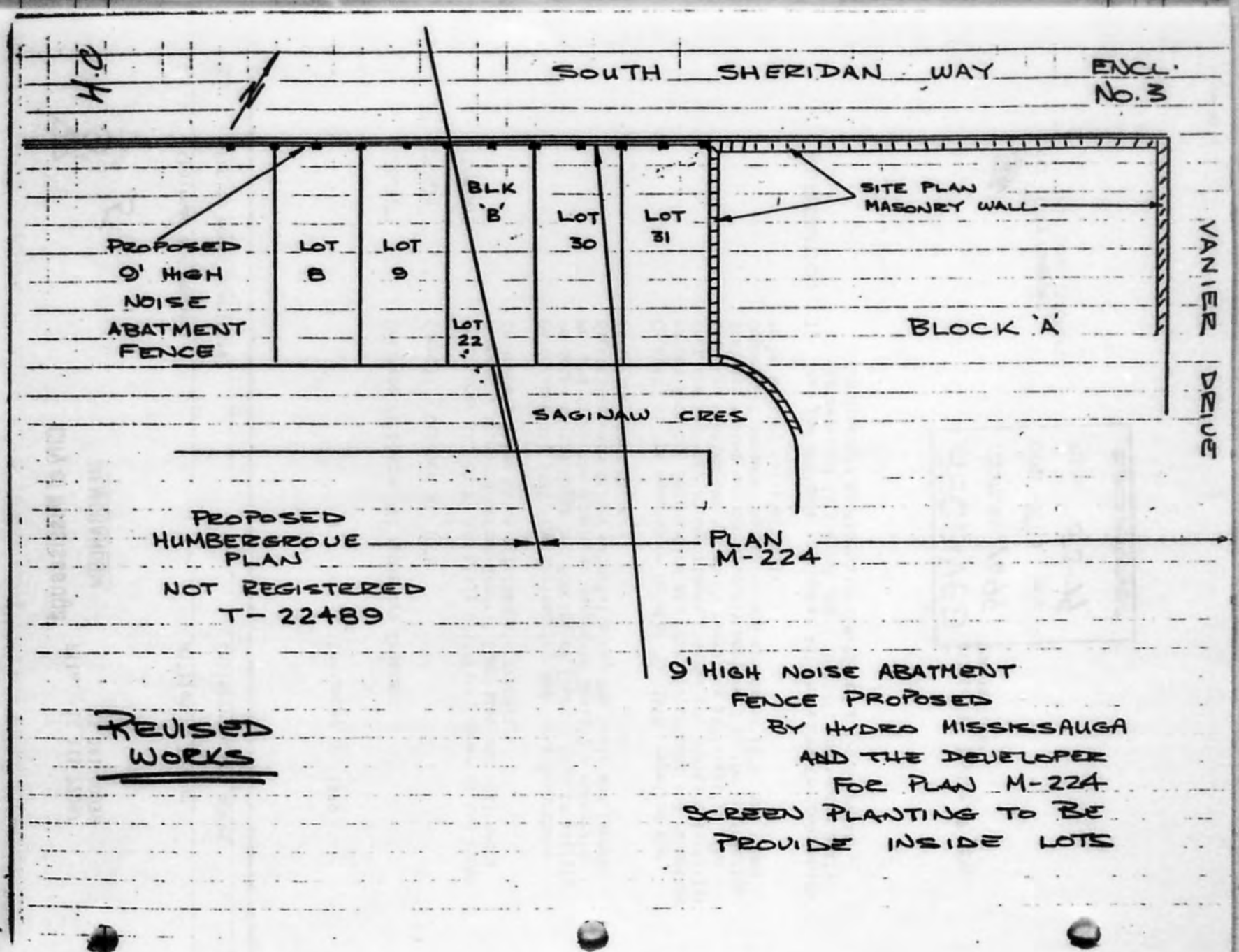
1 ALL WOOD TO BE STAINED 2 COATS OF APPROPRIATE COLOUR STAIN

2. ALL NAILS TO BE GALVANIZED SPIRAL NAILS

3 STRENGTH OF CONC. TO BE 3,000 P.S.I.

4 ALL WOOD EXCEPT PLYWOOD TO BE CEDAR

5 FOR PLANTING DETAIL SEE MISSISSAUGA


SOUTH SHERIDAN WAY
ENCL. No. 3
PROPOSED 9' HIGH NOISE ABATMENT FENCE
LOT 8
LOT 9
BLK 'B'
LOT 22
LOT 30
LOT 31
SITE PLAN MASONRY WALL
BLOCK 'A'
VANIER DRIVE
SAGINAW CRES
PROPOSED HUMBERGROVE PLAN NOT REGISTERED T-22489
PLAN M-224
9' HIGH NOISE ABATMENT FENCE PROPOSED BY HYDRO MISSISSAUGA AND THE DEVELOPER FOR PLAN M-224 SCREEN PLANTING TO BE PROVIDE INSIDE LOTS
REVISED WORKS

City of Mississauga

MEMORANDUM

5.

File: 16 111 72057
11 141 00039

To Chairman and Members

Dept. Public Works Committee

From William P. Taylor

Dept. Engineering and Works

September 28, 1979

SUBJECT: Drainage Problem - 481 Appledore Crescent

ORIGIN: Council - October 30, 1978

COMMENTS: On October 18, 1978, Mr. Lisle Griffiths, owner of the above property, appeared before General Committee and outlined a drainage problem which affected his property.

On October 26, 1978, the Engineering and Works Department reported to the Mayor and Members of Council that to satisfy Mr. Griffiths the developer agreed to install a sub-drain, backfilled with filter material along the swale and connect it to the storm drain.

Council, at its meeting on October 30, 1978, received the report from the Engineering and Works Department and requested that the Engineering Department observe the drainage installation and confirm the system is operating efficiently. The drainage system was continuously monitored by the Engineering Department through the spring and summer of 1979, and found to be working satisfactorily.

RECOMMENDATION: 1. That the drainage problem at 481 Appledore Crescent, which was resolved with a sub-drain in 1978, and subsequently continuously monitored, be considered a closed matter.

RECEIVED
REGISTRY No. 1699
DATE OCT 1 1979
FILE No. 53-79
CLERK'S DEPARTMENT

William P. Taylor, P. Eng.
Commissioner

WPT:kw
cc: City Manager
All Commissioners

FORM 145

City of Mississauga

MEMORANDUM

FILE REFERENCE: 14 111 00001
16 111 77096
11 141 00039
12 261 00009

6.

Chairman and Members of the
Public Works Committee

From William P. Taylor, P. Eng.

Dept. Engineering and Works

September 28, 1979

SUBJECT: Storm sewer oversizing.

ORIGIN: Letter from Allan C. Randles Limited dated September 6, 1979 - copy attached.

COMMENTS: The attached letter refers to the problem of the small developer providing storm sewer oversizing in a development.

We would draw Committee's attention to the fact that it is the policy of the City of Mississauga, and has been for many years, to make downstream development responsible for having capacity through their lands for the future ultimate development of upstream lands which are in their natural drainage area.

At the present time this department has not been taking to Council for cost-sharing storm drainage systems which have been designed to take outside drainage where the pipe is less than 60" in diameter. In addition, we will not take to Council for cost-sharing any storm sewer greater than 60" in diameter which drains solely a particular developer's lands.

We are suggesting, therefore, based on the letter submitted by Mr. Randles, that the Public Works Committee recommend to Council that they will not consider cost-sharing of a storm sewer if it is less than 60" in diameter and also drains lands outside of a development, or for a storm sewer of 60" in diameter or greater which drains only the particular lands of a developer. If a developer is going to request City participation in over-sizing, he will be required to request same prior to draft plan approval. Such request should be made in writing to the Commissioner of Engineering and Works prior to approval of a draft plan.

RECEIVED
REGISTRY No. 1700
DATE OCT 1 1979
FILE No.
CLERK'S DEPARTMENT

continued....

6.a

Chairman & Members of the Public Works Committee - continued

RECOMMENDATIONS:

1 - That the Public Works Committee re-confirm it is the City's policy that developers be responsible to include in their storm sewer design all lands which naturally drain through their lands unless otherwise approved by City Council.

2 - That the Public Works Committee recommend to Council that the City does not participate in cost-sharing for storm sewers which drain lands of more than one developer if the size is less than 60" in diameter.

3 - That the Public Works Committee recommend to Council that the City not consider participation in any storm sewer which drains lands of only one developer.

4 - That developers requesting cost-sharing as outlined in Recommendations No. 1 and 2 be required to make application in writing to the Commissioner of Engineering and Works for cost-sharing prior to draft plan approval being requested.

William P. Taylor, P. Eng.,
Commissioner.

WPT.mh
c.c. E. M. Halliday,
All Commissioners,
J. R. Beilby.

TELEPHONE (416) 826-3707

ALLAN C. RANDLES LIMITED
CONSULTING ENGINEER
206 QUEEN STREET SOUTH
STREETSVILLE, ONTARIO L5M 1L3

A. C. RANDLES, B. A. Sc., P. Eng.
PRESIDENT

6.b

September 6, 1979

Chairman and Members,
Works Committee,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.

Dear Sirs:

Re: Storm Sewer Oversizing for External Drainage in New Plans of Subdivision.

We have experienced considerable difficulty with recent engineering submissions in which we have requested consideration on behalf of the developer for the over-sizing of storm sewers to accommodate upstream lands.

These developers are processing plans of subdivisions on small parcels of land in compliance with the official plan and by-law 5500. In other words, no re-zoning is required.

These developers are also paying the "John Doe" levies, cash in lieu of parks, additional levies as contributions for up-grading local roads, etc, etc.

We have recently been informed that the City's policy is not to credit the developer with over-sizing for external areas unless his initial pipe size at the up-stream end of his subdivision is 60" in diameter or greater. At a gradient of 0.50% a pipe of this size could provide drainage for approximately 140 acres of residential development upstream.

... 2 ...

ALLAN C. RANDLES LIMITED
CONSULTING ENGINEER

TELEPHONE (416) 826-3707

6.c.

Chairman and Members,
Works Committee

Re: Storm Sewer Oversizing in New Plan of Subdivision

Date-September 6, 1979

Page: (2)

A policy as serious as this should be enshrined in a Council resolution and we have seen no evidence of such documentation.

We feel strongly that the small developer, paying " John Doe" levies, cash in lieu of parks and many other miscellaneous charges should be given consideration for over-sizing his internal storm sewers. The small developer does not control the housing market in Mississauga but does offer a viable alternative to the mass-produced accomodation, not only in architechtural design, but also in location and cost.

We trust you will give serious consideration to the fore-going and the adverse effect it is having on the small developer who must compete with the major land holders in Mississauga, but at the same time must pay the "John Doe" levies.

Should the committee require further information or specific data we should be happy to supply it.

Yours very truly,

A.C. Randles

Allan C. Randles, P. Eng.

ACR/ad

c.c. Mayor McCallion.

6.d

1.5 THE CONTRACTOR

Only contractors recognized and approved by the Commissioner of Engineering and Works may undertake work on service installations.

1.6 STANDARDS AND MAINTENANCE

All work must be carried out to the satisfaction of the Commissioner of Engineering and Works, or his representative.

All work must be done in accordance with the ordinances, specifications and by-laws of the City of Mississauga.

All work constructed shall be guaranteed for such period of maintenance as required hereinafter.

1.7 SERVICING REQUIREMENTS IN A SUBDIVISION

1.7.1 Sanitary Sewers

Sanitary sewers designed and constructed in accordance with the most recently revised specifications of the Region of Peel shall be required in all residential subdivisions. All sanitary sewers shall be designed in such a manner and be of adequate size and depth to provide for the servicing of adjacent lands where so required by the Regional Commissioner. A lateral sewer connection from the sewer main to the edge of the road allowance shall be constructed for each lot or building block in the plan of subdivision.

All sanitary sewers shall be guaranteed for a minimum period of one year after preliminary inspection approval by the Region, but shall not be released from the maintenance period until at least the base course of asphalt has been constructed on all roads within the subdivisions. All above ground sewer appurtenances shall be maintained until final acceptance of the subdivision.

1.7.2 Storm Drainage

Storm sewers designed and constructed in accordance with the most recently revised specifications of the City Commissioner of Engineering and Works shall be required on every street within all plans of residential subdivision. All storm sewers shall be designed in such a manner and be of adequate size and depth to provide for the development of all lands lying upstream within

6.0

1.7.2 Storm Drainage continued ...

the watershed and/or to provide for the drainage of such areas as may be designated by the City Commissioner. All storm drainage shall be conducted to an outlet considered adequate in the opinion of the Commissioner of Engineering and Works.

Any channel improvements, bridges, culverts and all other drainage structures or improvements shall be designed and constructed in accordance with drawings and specifications and approved by the Commissioner of Engineering and Works and other applicable organizations such as the M.T.C., C.V.C.A., M.N.R., etc.

A lateral sewer connection from the sewer main to the edge of the road allowance shall be provided for each lot or building block within the plan of subdivision.

All storm sewers shall be guaranteed for a minimum period of one year after the City has issued preliminary inspection approval of all the storm sewers. The storm sewers, however, will not be released from the maintenance period until preliminary above ground approval has been granted for the subdivision. All above ground storm sewer appurtenances shall be maintained until final acceptance of the subdivision.

Channel works (including headwall structures) shall be maintained until final acceptance of the subdivision.

1.7.3 Watermains

Watermains and appurtenances shall be constructed on all streets within the plan of subdivision and shall be designed and constructed in accordance with the most recently revised specifications of the Region of Peel.

A separate water service connection shall be provided to the street line to each lot or building block within the plan of subdivision. Water services shall be constructed in accordance with the most recently revised specifications of the Region of Peel.

All watermains, appurtenances and services shall be guaranteed for a minimum period of one year after preliminary inspection approval by the Region of Peel, but shall not be released from the period of maintenance until preliminary above ground approval has been granted for the subdivision. All above ground appurtenances shall be maintained until final acceptance of the subdivision.

PUBLIC WORKS

DATE: OCTOBER 2, 1979

SUMMARY OF UNFINISHED BUSINESS

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
306-77	Eng & Works	A general purpose Emergency Control Plan and By-law	G.C. Nov. 9/77, Item 1461 (a),(c)	Oct. 7/79	13
43-78	Eng. & Works and	Flood Plain Management Alternatives in Ontario	G.C. Item 223, Feb.15/78	Jan. 10/80	7
108-78	Eng. & Works and Rec. & Parks & Clerk's	Region of Peel Erosion Inventory and Priority Study	Council, Apr.24/78	Sept.30/79	8
114-78	Eng. & Works	Spill Control Contingency Plan for Oil and Other Hazardous Materials	Letter dated May 3/78 from Region	Nov. 10/79	8
256-78	Eng. & Works	Mullett Creek Development Fences	G.C. Oct. 4/78, Item 1422	Sept.30/79	7
279-78	Manager's	Policy-Funds for deferred sidewalk construction	Council Oct/30/78, Res. #607	Oct. 25/79	3
29-79	Eng. & Works	Removal of snow from cul-de-sacs and courts	Mayor McCallion's memo dated Jan.24/79	Oct. 15/79	3
34-79	Eng. & Works	Snow Removal - Regional Roads	Memo dated Jan.25/79 from Councillor McKechnie	Oct. 15/79	3
62-79	Eng. & Works	Items deleted because of reduction in watercourse & channel improvements Budget	Budget Discussions of Feb.15/79	Oct. 30/79	3
64-79	Eng. & Works	Productivity of labour related functions when carried out by City forces.	Budget Discussions of Feb.14/79	Dec. 18/79	3
65-79	Eng. & Works	Security problems at Works Yards	Budget Discussions of Feb.13/79	Dec. 28/79	3
73-79	Eng. & Works	Review of Street Light Maintenance Programme	Council, Feb.26/79, Res.#160	Sept.15/79	2
75-79	Eng. & Works	Subject of recycling	Council, Feb.26/79, Res.#160	Dec. 28/79	3

PUBLIC WORKS

DATE: OCTOBER 2, 1979

SUMMARY OF UNFINISHED BUSINESS

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
76-79	Eng. & Works	Review of yard bins once sanitary landfill site on Britannia Rd. is in operation	Council, Feb.26/79, Res.#160	March 15/80	2
78-79	Eng. & Works	Review of policy regarding snow removal for elderly residents	Council, Feb.26/79, Res.#160	Dec. 28/79	3
82-79	Eng. & Works	Roadside mowing & roadside weed control	Council, Feb.26/79, Res.#162	Sept.30/79	3
161-79	Eng. & Works	Credit Woodlands Pilot Project	Traffic Safety Council of March 28/79	Oct. 15/79	0
166-79	Eng. & Works	Sidewalk Snow Clearance	Letter from C.J. Mackie dated April 12/79	Oct. 15/79	1
190-79	Eng. & Works	Study of Long Term Needs etc.	Council April 23/79-Res.#284	Nov. 10/79	1
193-79	Eng. & Works	All sidewalks that will be plowed by City forces	Public Works Committee April 20/79	Oct. 15/79	1
263-79	Eng. & Works	Garbage Collection	Letter dated May 31/79 from Mr. Wm.C. Mansell	Sept.30/79	1
284-79	Eng. & Works	Noise Abatement Problems on Arterial Roads for existing developments	Public Works Committee of June 15/79	Oct. 4/79	1
311-79	Eng. & Works	Dunbourne Holdings, Heldar Holdings, Whitehall Developments & Sylco Const. proposals of a cost sharing program so that the owners of lands north of Meadows Blvd. will not have to pay for the full cost.	Public Works Committee August 2/79	Oct. 4/79	0
312-79	Eng. & Works	Complaints re. access to Floradale Public School by school children approaching from the west and the condition of the vacant lands adjacent to the school	Public Works Committee Aug. 2/79	Oct. 20/79	0

PUBLIC WORKS

DATE: OCTOBER 2, 1979

SUMMARY OF UNFINISHED BUSINESS

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
313-79	Eng. & Works	Alternative Noise Abatement structures re. Lots 410, 411 and 421, Plan M-120 (Cadillac Fairview Corp.)	Public Works Committee August 2/79	Oct. 20/79	0
314-79	Eng. & Works	Review of all traffic control measures in the Z-14 area, bounded by the Q.E.W., Hurontario St., Dundas St. and Cawthra Rd.	Public Works Committee Aug. 2/79	Oct. 24/79	0
340-79	Eng. & Works	Procedure to require residents to cut grass on boulevards in 1980	G.C. August 15/79-Item #1400	Dec. 15/79	0
341-79	Eng. & Works	Snow and ice removal from City sidewalks	G.C. August 15/79-Item #1401	---------	-------
346-79	Planning	Noise Abatement Features on Queen Elizabeth Way in City of Mississauga	Public Works Committee of Aug.17/79	Oct. 4/79	1
349-79	Eng. & Works and Rec. & Parks	Weed Spraying Programme	Letter dated Aug.15/79 from Mr.T. Shaw	Dec. 15/79	1
353-79	Eng. & Works	Reconstruction of Third St/Caven St.	Council Sept.10/79	Oct. 4/79	0
354-79	Eng. & Works	Construction of sidewalks on on Dunbar Road	Council Sept.10/79	Oct. 4/79	0
355-79	Eng. & Works	No Right Turn on Dundas Street at Old Carriage Road	Letter dated Sept.13/79 from Credit Valley Golf and Country Club	----------	-------
359-79	Eng. & Works	4-Way Stop at Glenburnie/ Indian Valley Trail	Letter dated Sept.17/79 from Mr. W. G. Bristow	Nov. 28/79	0
361-79	Eng. & Works	Speed Limit on Winston Churchill Boulevard	Public Works Committee of Sept. 6/79	Nov. 28/79	0

PUBLIC WORKS
OCTOBER 2, 1979

OTHER MATTERS

SUBJECT	SOURCE	COMMENTS
Rutledge Road Land Acquisition	Feb. 24/78, memo from H. McCallion to W.P. Taylor	Not a public road, funds have not been included in the 5 year Capital Budget
Financial arrangements for Shady Lawn Court Erosion Control Project.	General Committee July 21, 1978	Residents have entered into agreement with C.V.C.A. on property to carry out works Legal Dept. has prepared an agr. for their share of the cost Legal proceeding to have individuals sign agr.
Report on proposed developments where the two $2300. per acre levies to be received are less than the cost of works related to roads and storm drainage set out in the Consolidated Report	G.C. July 6, 1977, Rec. #933	C.V.C.A has money in 1979 budget to carry out works, failing this monies will be available in 1980 Budget.
Investigate using funds deposited in lieu of sidewalk construction for repair of sidewalks		Report expected from Commissioner of Finance for Capital Budget Discussions
Mimico Creek Storm Sewer (Carlingview Drive) Transport Canada was requested to pay City's usual storm sewer levy. Awaiting comments from D.O.T.	General Committee, Dec.6/78 Rec. #1587	
Request from Canadian Transport Comm. to give consideration to requiring the CPR to contribute a sum equal to 5% of the total cost of the project eligible for subsidy.	Public Works Committee, March 1/79	Awaiting reply from the C.T.C.
Open Cut Permits	Public Works Committee April 20/79	To be reviewed in 2 years
Field Testing by MacLean-Hunter prototype connector housing	Public Works Committee April 20/79	Report is to be submitted prior to March 1980

PUBLIC WORKS
OCTOBER 2, 1979

OTHER MATTERS

SUBJECT	SOURCE	COMMENTS
1979 Maintenance Expenditures	Public Works Committee Sept. 6/79	Report is being prepared by Eng. Dept.
Assumption of Services - M-59	Public Works Committee Sept. 21/79	Awaiting list of outstanding matters from ratepayers' association

City of Mississauga

MEMORANDUM

To Mr. J. Murray
Dept. Clerk's

From Joan J. LeFeuvre
Dept. Clerk's

October 23, 1979

Re: File 139-79 - Public Works Committee
(October 4, 1979, Report No. 11-79)

Council, at its meeting held on October 22, 1979, adopted the report of the Public Works Committee meeting held on October 4, 1979 and amended Item 170 to read:

"That the Property Agent be authorized to negotiate the acquisition of land required for parking in the Port Credit Business District."

Joan J. LeFeuvre

JJL/lmh

FORM 145

CITY OF MISSISSAUGA

M I N U T E S

MEETING #11

NAME OF COMMITTEE:	PUBLIC WORKS COMMITTEE
DATE OF MEETING:	Thursday, October 4, 1979
PLACE OF MEETING:	Committee Room 'A' at 7:40 p.m.
MEMBERS PRESENT:	Mr. P. Carlson, Acting Chairman Councillor F. Hooper Councillor R. Starr Mr. R. B. Martin Mr. A. Nemetz
MEMBERS ABSENT:	Councillor K. Dear, Chairman Councillor L. Taylor Councillor S. Mahoney Mr. B. Belford Mr. F. J. Dale
STAFF PRESENT:	Mr. W. P. Taylor, Commissioner of Engineering and Works Mr. A. McDonald, Director of Maintenance, Engineering Mr. J. Murray, Committee Co-ordinator

NOTE: After consideration of the third item on the agenda, Mr. Nemetz questioned the Chairman as to whether there was a quorum for the meeting. The Chairman indicated that it was the opinion of the Committee that a quorum existed for this meeting.

MATTERS CONSIDERED:

1. Report dated September 11, 1979 from the Commissioner of Engineering and Works regarding traffic conditions on Thorn Lodge Drive. In his report, Mr. Taylor advised that accident records indicate that there have not been an excessive number of accidents on Thorn Lodge Drive in the last two years. Further, radar surveys indicate that the average speed of vehicles on Thorn Lodge Drive was 47.9 km/h and the 85th percentile speed was 54.1 km/h in the existing 40 km/h speed zone. Traffic counts were performed in the

ITEM 1 CONTINUED ....

morning and evening peak periods at the following intersections with Thorn Lodge Drive:-

a) Liruma Road
b) Woodchester Drive
c) Perran Drive

Based on the above studies, Mr. Taylor recommended that all-way stop signs be placed at the intersections of Thorn Lodge Drive and Liruma Road and at Thorn Lodge Drive and Woodchester Drive and that the Traffic By-law #444-79, as amended, be so amended.

The Committee endorsed Mr. Taylor's recommendation in this regard.

Files: 49-79 Recommendation #165 (Councillor Hooper)
137-79
139-79

2. Report dated September 20, 1979 from the Commissioner of Engineering and Works regarding the proposed assumption of works for the Credit Heights Subdivision, R. P. M-67. In his report, Mr. Taylor advised that the Engineering and Works Department was satisfied that the Developer, Credit Heights Limited, had complied with all requirements of the Engineering Agreement. Mr. Taylor further advised that sufficient securities and cash supplements had been received to guarantee certain minor asphalt repairs and the regrading of two undeveloped lots.

Mr. Taylor recommended that the Engineering works in R.P. M-67 be assumed by the Municipality and that all securities be released subject to two conditions outlined in his report.

The Committee endorsed Mr. Taylor's recommendation in this regard.

File: M-67 Recommendation #166a (Councillor Hooper)
Recommendation #166b (Councillor Hooper)
Recommendation #166c (Councillor Hooper)
Recommendation #166d (Councillor Hooper)
Recommendation #166e (Councillor Hooper)

3. Report dated August 30, 1979 from the Commissioner of Engineering and Works regarding the quit claiming of certain temporary drainage easements on several lots on R.P. 697, located east of Portway Avenue and north of the North Sheridan Way. In his report, Mr. Taylor advised that the Developer of R.P. 697, Bengot Holdings Limited, provided temporary drainage easements to the Township of Toronto over swales on a number of lots in this subdivision. These easements provided for a term of four years which have now expired and no drainage problems have been reported in this area. Mr. Taylor recommended that a by-law be enacted authorizing the quit claiming by the Municipality of temporary drainage easements on Lots 1, 2, 3, 4, 22 to 43 inclusive, 46, 48, 49, 50, 72 to 98 inclusive, 109 to 122 inclusive, 124 to 137 inclusive, and 146 to 150 inclusive, Registered Plan 697.

File: R.P. 697 Recommendation #167 (Councillor Hooper)

4. Report dated September 13, 1979 from the Commissioner of Engineering and Works regarding provisions for Noise Abatement Works proposed for R. P. M-224, located south of the South Sheridan Way and west of Mississauga Road. Mr. Taylor advised that under the terms of the Engineering Agreement dated May 16, 1977, between the Developer, Ture-Anderson (Eastern) Limited, the City of Mississauga and the Regional Municipality of Peel for R.P. M-224, the Developer is required to provide specific noise abatement works along the rear of the lots abutting the Queen Elizabeth Way.

Hydro Mississauga have now advised that they are proposing to construct a sub-station on Block B and Lot 30 of this plan and, therefore, the standard noise abatement works should be replaced by a 9-foot solid board fence which will provide some noise abatement.

Therefore, Mr. Taylor recommended that the Engineering Agreement dated May 16, 1977 between Ture-Anderson (Eastern) Limited, the City of Mississauga and the Regional Municipality of Peel be revised to permit the erection of a 9-foot high noise abatement fence along the northerly limits of Lots 30, 31 and Block B, R. P. M-224, adjacent to the Queen Elizabeth Way in lieu of the originally proposed fence and berm works.

However, a supplement report dated October 4, 1979, was distributed at the meeting in this regard. In this report, Mr. Taylor advised that this matter has been reviewed with the Parks Department and it has now been agreed that the 9-foot high solid board fence should not be required for aesthetic reasons. Therefore, Mr. Taylor recommended that

ITEM 4 CONTINUED ....

Ture-Anderson (Eastern) Limited be required to construct the original noise abatement works consisting of a 5-foot high solid board fence on top of a 4-foot berm, along the northerly limits of Lots 30, 31 and Block B, R.P. M-224.

Councillor Starr advised the Committee that the Ministry of the Environment and the Ministry of Transportation and Communications have recently completed an extensive study on noise abatement features which apparently explodes many myths regarding the effectiveness of different designs. Councillor Starr requested that the Engineering Department obtain from the appropriate Ministries any material they may have regarding their studies.

The Committee endorsed the recommendation in the report dated October 4, 1979.

File: R.P.M-224 Recommendation #168 (Councillor Starr)

5. Report dated September 28, 1979 from the Commissioner of Engineering and Works regarding a drainage problem at 481 Appledore Crescent. In his report, Mr. Taylor advised that the owner of the property, Mr. Lisle Griffith, had a drainage problem which the Developer agreed to correct by the installation of a sub-drain. This drainage system has been monitored continually by the Engineering Department for the Spring and Summer of 1979 and has been found to be working satisfactorily. Therefore, Mr. Taylor recommended that no further action be taken regarding the drainage problem at 481 Appledore Crescent which was resolved with the installation of an additional sub-drain in 1978.

The Committee endorsed Mr. Taylor's recommendation in this regard.

File: 53-79 Recommendation #169 (Councillor Hooper)

6. Report dated September 28, 1979 from the Commissioner of Fngineering and Works regarding a letter dated September 6, 1979 from Allan C. Randles Limited, concerning the problem facing small developers providing storm sewer over-sizing in their developments. In his report, Mr. Taylor advised that it has been City policy to make downstream developments responsible for enduring capacity through their lands for future upstream developments. Mr. Taylor further advised that it is now the policy of the City of Mississauga to have cost sharing agreements for any storm drainage system requiring a pipe less than 60 inches in diameter regardless of whether the storm sewer is designed for the drainage of adjacent lands. Furthermore, Mr. Taylor advised that the City will not enter into a cost sharing agreement for any storm sewer greater than

ITEM 6 CONTINUED -...

60 inches in diameter which only drains the lands of a particular developer. Therefore, Mr. Taylor recommended:

a) That the City of Mississauga policy that developers be responsible to include in their storm sewer design, capacity for drainage of lands which naturally drain through their lands unless otherwise approved by City Council,be re-confirmed.

b) That the City of Mississauga not participate in cost sharing for storm sewers which drain lands of more than one developer if the storm sewer is less than 60 inches in diameter.

c) That the City of Mississauga not participate in cost sharing for storm sewers of any size which drain only the lands of the Developer in question.

d) That Developers requesting cost sharing as outlined above be required to make application in writing to the Commissioner of Engineering and Works for cost sharing prior to draft plan approval being requested.

Councillor Starr expressed concern that the cost of this policy to small Developers may very well be prohibitive. Mr. Taylor pointed out that any Developer has the right to request Council to exempt them from the policy. Councillor Starr recommended that this matter be deferred until the next meeting of the Public Works Committee and requested that Mr. Randles be invited to attend that meeting.

Files: 120-79
84-79

7. Report dated October 2, 1979 from the Commissioner of Engineering and Works regarding the execution of land to provide for additional parking in the Port Credit Business Area. In his report, Mr. Taylor advised that it is now necessary to provide off-street parking as the road improvements on Lakeshore Road through Port Credit will curtail available parking. Mr. Taylor suggested that extra parking be provided adjacent to the lane between Minnewawa Road and Lakeshore Road.

ITEM 7 CONTINUED ....

Mr. Taylor recommended:-

a) That Mr. R. K. Johnston, Property Agent, be authorized to commence negotiations for land acquisitions on Minnewawa Road for parking purposes up to a value of $200,000.00.

b) That the Commissioner of Engineering and Works and the Property Agent report back to the Public Works Committee at their first meeting in December, 1979, on the progress of property acquisitions and the amount spent thereon.

The Committee expressed some concern regarding the zoning of the lands in question and the effect the parking facilities would have on the adjacent homeowners. The Committee, therefore, recommended that Mr. R. K. Johnston, Property Agent, be requested to report to the Committee on these points.

Files: 139-79 Recommendation #170 (Councillor Starr)
133-79

8. Summary of Unfinished Business relating to the Public Works Committee as of October 2, 1979.

Mr. Nemetz questioned the procedure in revising due dates for outstanding reports as he noted that several due dated that had been established by the Public Works Committee had been revised by staff withint consulting the Committee. Mr. Nemetz also questioned the lack of street lighting maintenance and requested that Request #373-79 be made available to the Public Works Committee as soon as possible.

Mr. Taylor acknowledged that there was not sufficient money for adequate maintenance and advised the Committee that he would prepare the report in this regard forthwith.

File: 139-79 Recommendation #171a (Councillor Hooper)
Recommendation #171b (Councillor Hooper)
Recommendation #171c (Councillor Hooper)
Recommendation #171d (Councillor Hooper)
Recommendation #171e (A. Nemetz)

RECOMMENDATIONS: As per Report No. 11-79

ADJOURNMENT: 8:30 p.m.

COMMITTEE CO-ORDINATOR

PUBLIC WORKS COMMITTEE OCTOBER 4, 1979

REPORT NO. 11-79

TO: The General Committee of the City of Mississauga.

LADIES and GENTLEMEN:

The Public Works Committee presents its eleventh report and recommends:

165. That all-way stop signs be placed at the intersections of Thorn Lodge Drive and Liruma Road, and at Thorn Lodge Drive and Woodchester Drive and that the Traffic By-law #444-79, as amended, be so amended.

(38-165-79) 49-79
137-79
139-79

166. (a) That a cash settlement in the amount of $200.00 be accepted from the Developer, Credit Heights Limited, of the Credit Heights Subdivision, R.P. M-67, in lieu of undertaking the minor asphalt repairs.

(b) That the Letter of Credit in the amount of $1,000.00 be accepted as a guarantee from the Developer that Lot 18, R.P. M-67 and Lot 17, R.P. 880 be re-graded, top soiled and seeded when required to do so by the City of Mississauga Engineering Department.

(c) That the Municipal works of R.P. M-67 as provided for and maintained under the terms of the Engineering Agreement be assumed by the Municipality.

(d) That all securities for R.P. M-67 be released to the Developer, Credit Heights Limited.

(e) That a by-law be enacted establishing the road allowances within R.P. M-67 as part of the public highway and part of the municipal highway system.

(38-166-79) R.P. M-67

167. That a by-law be enacted authorizing the quit claiming by the Municipality of temporary drainage easements on Lots 1, 2, 3, 4, 22 to 43 inclusive, 46, 48, 49, 50, 72 to 98 inclusive, 109 to 122 inclusive, 124 to 137 inclusive, and 146 to 150 inclusive, Registered Plan 697.

(38-167-79) R.P. 697

168. That the Developer, Ture-Anderson (Eastern) Limited, be advised that the original noise abatement works, consisting of a 5-foot high solid board fence on top of a 4-foot berm be installed along the northerly limits of Lots 30 and 31, and Block B, R.P. M-224.

(38-168-79) R.P. M-224

169. That no further action be taken regarding the drainage problem at 481 Appledore Crescent which was resolved with the installation of an additional sub-drain in 1978.

(38-169-79) 53-79

170. That Mr. R.K. Johnston, Property Agent, prepare a report regarding the effect of using the lands adjacent to the laneway between Minnewawa Road and Lakeshore Road for municipal parking purposes and the zoning of the lands in question.

(38-170-79) 139-79
133-79

171. (a) That Request for Report #256-78, regarding Mullett Creek Development fences, be deleted.

(b) That Request for Report #355-79, regarding "No Right Turn" prohibitions at Dundas Street and Old Carriage Road, be deleted, and further that no exceptions be made to the "No Right Turn" prohibitions at this intersection.

(c) That Request for Report #313-79, regarding alternative noise abatement structures concerning Lots 410, 411 and 421, Registered Plan M-120, be revised to be due October 31, 1979.

ITEM 171 CONTINUED

(d) That Request for Report #346-79, regarding noise abatement features on the Queen Elizabeth Way, be revised to be due October 31, 1979.

(e) That Request for Report #373-79, regarding the review of street light maintenance, be revised to be due on November 1, 1979.

(38-171-79) 139-79

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

FRIDAY, SEPTEMBER 21, 1979, 2:00 P.M.

COMMITTEE ROOM 'A'

Chairman:	Councillor K. Dear
Vice-Chairman:	Mr. P. Carlson
Members:	Councillor L. Taylor Councillor F. Hooper Councillor R. Starr Councillor S. Mahoney Mr. R. B. Martin Mr. B. Belford Mr. F. J. Dale Mr. A. Nemetz
Prepared by:	Clerk's Department
Date:	September 19, 1979

COUNCILLORS AND COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

INDEX, PUBLIC WORKS COMMITTEE AGENDA, FRIDAY SEPTEMBER 21, 1979

DEPUTATION: Mr. R. Webb, Solicitor for Rosnor Developments Limited
Re Item 10

ITEM #	FILE #	SUBJECT MATTER
1.	86-79	Request for 40 km/h School Zone on Meadows Boulevard
2.	86-79 7-79	"No Heavy Trucks" Prohibition on Kirwin Avenue
3.	49-79 86-79	Control of Traffic in Vicinity of Indian Road and Tecumseh Park Drive
4.	OZ-50-76	MacDonalds Restaurant on Hurontario Street
5.	M-209	Talka Subdivision - Easements
6.	M-54	Wimpey Subdivision - Assumption of Municipal Services
7.	27-79	Streetlighting on Littlejohn Lane
8.	52-79	Construction of a Concrete Sidewalk on Winston Churchill from Queen Elizabeth Way to Dundas Street
9.	106-79	Cooksville Creek Watershed Study
10.	T-24597 OZ-88-73	Rosnor Developments Limited
11.	86-79	Parking Problems on Stavebank Road in Vicintiy of Senior Citizens Apartment Between Park Street and C.N.R.
12.	86-79	Installation of Traffic Island on Dundas Street at Intersection of Robinson Street in Erindale Village Area
13.	49-79 86-79 27-79	Petition - Construction of Sidewalks on Dunbar Road
14.	49-79 24-79	Petition - Reconstruction of Caven Street and Third Street, West of Cawthra Road.

September 21, 1979

ITEM #	FILE #	SUBJECT MATTER
14.	139-79	Summary of Unfinished Business

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

FRIDAY, SEPTEMBER 21, 1979

COMMITTEE ROOM 'A' AT 2:00 P.M.

A G E N D A

DEPUTATION: Mr. R. Webb, Solicitor for Rosnor Developments Ltd.
Re: Item 10

MATTERS FOR CONSIDERATION:

1. Report dated August 30, 1979 from the Commissioner of Engineering and Works regarding a request from Mrs. Rosseto of 4204 Rayfield Court for a 40 km/h school zone on Meadows Boulevard in front of Ecole Rene-Lamoureux School. In his report, Mr. Taylor recommends:

   a) That a school zone with a maximum speed limit of 40 km/h per hour be established on Meadows Boulevard in front of Ecole Rene-Lamoureux School, and that Traffic By-law 444-79, as amended, be so amended.

   b) That the question of a school crossing guard at this location be referred to the Traffic Safety Council for its consideration.

   File: 86-79

   RECOMMEND ADOPTION

2. Report dated August 29, 1979 from the Commissioner of Engineering and Works regarding a request from residents on Kirwin Avenue for a "No Heavy Trucks" prohibition on Kirwin Avenue. In his report, Mr. Taylor advises that Kirwin Avenue is part of the ring road system designed to alleviate traffic conditions at the intersection of Dundas Street and Hurontario Street. Mr. Taylor further advises that heavy trucks are already prohibited on Kirwin Avenue from 7:00 p.m. to 7:00 a.m. and therefore recommends:

   "That the Peel Regional Police be requested to enforce existing truck prohibitions on Kirwin Avenue between 7:00 p.m. and 7:00 a.m. as often as is reasonably possible."

   Files: 86-79; 7-79

   RECOMMEND ADOPTION

3. Report dated August 31, 1979 from the Commissioner of Engineering and Works regarding the control of traffic in the vicinity of Indian Road and Tecumseh Park Drive. In his report, Mr. Taylor advises that the accident statistics and traffic counts for this intersection have been reviewed and neither warrants an all-way stop. However, Mr. Taylor recommends that pavement markings on Indian Road be altered to provide for a left turn lane. In his report, Mr. Taylor recommends:

   a) That an all-way stop not be placed at the intersection of Indian Road and Tecumseh Park Drive as warrants are not met.

   b) That left turn storage lanes be painted on Indian Road east and west of Tecumseh Park Drive.

   c) That 50 km/h speed limit signs be erected at appropriate intervals on Indian Road between Mississauga Road and South Sheridan Way.

   Files: 49-79; 86-79

   RECOMMEND ADOPTION

4. Report dated August 28, 1979 from the Commissioner of Engineering and Works regarding a recommendation of the Public Works Committee, which was adopted by Council on June 25, 1979 that the Engineering Department meet with representatives of MacDonald Restaurants Limited to discuss traffic problems on Hurontario Street, south of the Queen Elizabeth Way. In his report, Mr. Taylor advises that MacDonald Restaurants Limited are not interested in negotiating with the City of Mississauga and, therefore, Mr. Taylor Recommends:

   a) That a meeting with representatives of MacDonald Restaurants Limited not be held at this time to consider matters on Hurontario Street, south of the Queen Elizabeth Way.

   b) That funds in the amount of $16,000.00 be included in the 1980 Capital Budget for the construction of a left turn lane on Hurontario Street at the access to MacDonalds Restaurant.

   c) That the possibility of an alternative access from MacDonalds Restaurant to the South Service Road, be pursued at the time that the site plan is processed for the proposed office building immediately north of MacDonalds Restaurant.

   File: OZ-50-76

   RECOMMEND ADOPTION

5. Report dated September 5, 1979 from the Commissioner of Engineering and Works regarding a requirement in the Engineering Agreement providing for easements for catchbasins and appurtenances installed on Block J, Registered Plan M-209 (Talka Subdivision). In his report, Mr. Taylor advises that the buildings which have been sited in accordance with the approved Site Plan, are located directly over the aforementioned easements required under Schebule "B" of the Engineering Agreement. Mr. Taylor advises that as these easements serve no purpose to the Municipality, he recommends that the requirement in Schedule 'B' of the Engineering Agreement dated July 27, 1979 between the Developer, Phi Internation Limited, Registered Plan M-209, the Region of Peel and the City of Mississauga, which requires the Developer to provide two 10-foot wide sewer easements on Block J, Registered Plan M-209, be deleted.

File: M-209

RECOMMEND ADOPTION

6. Report dated September 7, 1979 from the Commissioner of Engineering and Works regarding the assumption of municipal services for Wimpey Subdivision, Registered Plan M-54, located south of Dundas Street West and east of Mavis Road. In his report, Mr. Taylor advises that the Engineering and Works Department is satisfied that the Developer, Wimpey Homes Limited, has complied with all requirements of the Engineering Agreement and, therefore, recommends:

a) That the Municipal Works as provided for and maintained under the terms of the Engineering Agreement, between Wimpey Homes Limited and the City of Mississauga for Registered Plan M-54, be assumed by the City of Mississauga.

b) That all securities be released by the Municipality to the Developer, Wimpey Homes Limited.

c) That a by-law be executed establishing the road allowances within Registered Plan M-54, located south of Dundas Street West and east of Mavis Road as part of the public highway system in the City of Mississauga.

File: M-54

RECOMMEND ADOPTION

7. Report dated September 11, 1979 from the Commissioner of Engineering and Works regarding the lack of street lighting on Littlejohn Lane, north of Dundas Street. In his report, Mr. Taylor advises that the Plaza Merchants Association of the plaza east of Littlejohn Lane have requested that the City of Mississauga install street lighting on Littlejohn Lane as no street lighting currently exists. Mr. Taylor recommends:

   "That Hydro Mississauga be instructed to install a street light at Littlejohn Lane on the first Hydro pole north of Dundas Street, and that the estimated cost of this installation be charged to City Account #08680-84(Capital Streetlighting from current accounts).

   File: 27-79

   RECOMMEND ADOPTION

8. Report dated September 7, 1979 from the Commissioner of Engineering and Works regarding the construction of a sidewalk on Winston Churchill Boulevard from the Queen Elizabeth Way to Dundas Street. This sidewalk is being constructed by the City of Mississsauga in conjunction with the Region of Halton's reconstruction of Winston Churchill Boulevard. It is anticipated that the cost of the sidewalk will be approximately $30,000.00 gross. In his report, Mr. Taylor recommends:

   a) That the construction of a concrete sidewalk on the east side of Winston Churchill Boulevard from the Queen Elizabeth Way to Dundas Street, be approved in principle.

   b) That authorization be offered to the Region of Halton to include the construction of the concrete sidewalk in their Winston Churchill Boulevard Road construction programme.

   c) That the funds to accommodate the construction, estimated at $30,000.00 ± be assessed to the 1980 Sidewalk Construction Programme.

   d) That the Clerk of the Region of Halton be so informed of the recommendation.

   File: 52-79

   RECOMMEND ADOPTION

9. Report dated Augsut 27, 1979 from the Commissioner of Engineering and Works regarding the Cooksville Creek Watershed Study. This report was considered by the Public Works Committee at its meeting on September 6,1979 and deferred until this meeting in order that the Committee would have an opportunity to review Mr. Taylor's report.

In his report, Mr. Taylor recommended:

a) That stream improvements be carried out on the Cooksville Creek from Mississauga Valley Boulevard to Lake Ontario to provide a minimum one hundred year flood protection to existing development at an estimated cost of $4,500,000.00 in 1979 dollars excluding land acquisiton.

b) That the Credit Valley Conservation Authority and Ministry of Natural Resources be requested to endorse the provision of a minimum one hundred year flood protection to existing development on the Cooksville Creek as contained in the Cooksville Creek Watershed Study report dated August 7, 1979.

c) That the $250,000.00 contained in the 1979 Capital Budget for improvements to the Cooksville Creek be allocated to the twinning of the Atwater Avenue culvert in 1979.

d) That the firm of M. M. Dillon Limited be retained to design and prepare the tender documents for the twinning of the Atwater culvert and related works in accordance with the current Association of Professional Engineers of Ontario rates.

e) That the Credit Valley Conservation Authority and the Ministry of Natural Resources be requested to indicate the extent of their participation in the Cooksville Creek stream improvement works estimated at $4,500,000.00 as contained in the Cooksville Creek Watershed Study report and advise the City of Mississauga of what work they are prepared to include in the Five- Year Capital Budget.

f) That application be made by the City Engineer to the Ministry of the Environment for a grant for stream improvement works on the Cooksville Creek in the estimated amount of $4,500,000.00 in order to determine what financial assistance, if any, would be available from the Ministry of the Environment - Community Services Grant.

At the September 6, 1979 meeting of the Committee, Mr. Taylor advised that it was difficult to estimate what amount of the total $4,500,000.00 will be subsidized but that it was possible that either the Ministry of the Environment Community Services

ITEM 9 CONTINUED ....

Grant and contributions from the Ministry of Natural Resources and the Credit Valley Conservation Authority will cover up to one half of the total cost. The remaining cost would have to be assumed by the Municipality over a five year period. Mr. Taylor further acknowledged that the estimated cost excluded any necessary land acquisition costs.

Councillor Taylor pointed out at the last meeting of the Committee that any works required to protect commercial or industrial development, should be subsidized by contributions from the adjacent land owners. Further, Councillor Taylor pointed out that with careful planning, the works can be completed in conjunction with park development projects and TATAO works in the vicinity of the C.P.R. tracks with a view to achieving additional savings.

File: 106-79

RECOMMEND ADOPTION

10. Report dated August 23, 1979 from the Commissioner of Engineering and Works regarding a proposed plan of subdivision submitted by Rosnor Developments, T-24597 and OZ-88-73, for lands located immediately west of Dixie Road and immediately south of the Parkway Belt West. In his report, Mr. Taylor advises that access to the Developer's lands will be through lands presently being serviced and owned by Cadillac-Fairview Corporation. Mr. Taylor further advises that a second access to Hickory Drive is required but that the Developer has tried, without success, to purchase the right-of-way from the present owner. As the Developer had agreed to pay for the cost of the land acquisition and the construction of Hickory Drive, Mr. Taylor recommends:

a) That the Property Agent be authorized to commence negotiations to acquire the necessary lands with Mr. Robert Roberty, owner of the lands through which the Hickory Drive extension must pass.

b) That Rosnor Developments Limited, T-24597 and OZ-88-73, not be permitted to service their lands until the lands immediately adjacent thereto have been registered and the services have been installed and until a second outlet is available via Hickory Drive.

ITEM 10 CONTINUED ....

The Committee, at its meeting on September 6, 1979, agreed to the request of Mr. R. Webb, Solicitor for Rosnor Developments, that this matter be deferred until the meeting of the Committee scheduled for September 21, 1979. It is anticipated that Mr. Webb will be present at this meeting.

Files: T-24597; OZ-88-73

RECOMMEND ADOPTION

11. Report dated July 24, 1979 from the Commissioner of Engineering and Works regarding the request from a resident on Stavebank Road to improve parking conditions on the east side of Stavebank Road in the vicinity of the Senior Citizens apartment between Park Street and the C.N.R. Mr. Taylor acknowledged that there is a parking problem in this area and recommends that "No Parking Anytime" signs be erected on the east side of Stavebank Road between Park Street and the C.N.R. level crossing.

This report was originally considered by the Public Works Committee at its meeting on August 17, 1979 and deferred to the meeting of the Committee scheduled for September 6, 1979.

At the meeting of the Committee on September 6, 1979, Mr. Nemetz requested that this matter be deferred until the next meeting of the Public Works Committee as he had some comments to make and wanted Councillor Dear, Chairman of the Committee, to be present. The Committee, however,requested that Mr. Nemetz make his comments at this meeting as there was no guarantee that Councillor Dear or other members of the Committee would be present at the next meeting. Mr. Nemetz agreed and advised that he was very disturbed that the proposed solution to what appeared to be a by-law enforcement problem was to provide for additional "No Parking" areas. Mr. Nemetz explained that if enforcement was a problem, then ways and means should be found to improve by-law enforcement and that the problem should not become compounded by approving Mr. Taylor's recommendation. Councillor Taylor advised the Committee that he agreed with the sentiments of Mr. Nemetz' comments and requested that the matter be deferred until the next meeting of the Committee in order that Mr. Taylor and the Engineering Department could look into the matter further. Mr. Taylor advised that he was in agreement with Councillor Taylor's suggestion and, therefore, the Committee agreed to the deferral of this item.

ITEM 11 CONTINUED ....

Consequently, the Engineering Department has provided a scale drawing of Stavebank Road in the vicinity of the Senior Citizens Apartment to clearly indicate the location of the parking problem.

File: 86-79

RECOMMEND ADOPTION

12. Letter dated August 30, 1979 from Mr. Peter Ward, a resident at 1454 Adamson Street in Erindale Village, regarding a proposal to install an island on Dundas Street at the intersection of Robinson Street and Dundas Street. This letter has been referred to the Public Works Committee by City Council at its meeting held on September 10, 1979. The Public Works Committee, at its meeting on August 2, 1979, considered a report dated July 19, 1979, from the Commissioner of Engineering and Works, a copy of which is attached for the Committee's information, concerning traffic conditions on Dundas Street in the Erindale Village area. The Committee considered Mr. Taylor's report and made the following recommendation which was adopted by Council on August 13, 1979.

a) That in the interest of facilitating pedestrian crossings of Dundas Street at Robinson Street, a centre island be constructed on Dundas Street complete with "Keep Right" signs and flashers.

b) That the necessary signs be erected to advise motorists that westbound left-turns at Robinson Street are prohibited and that the movement can be made at Proudfoot Street.

c) That the necessary signs be erected to advise motorists that eastbound left-turns at the bank driveway are prohibited.

d) That the question of traffic signals at the intersection of Dundas Street and Robinson Street be referred to the 1980 Capital Budget Discussions.

File: 86-79

RECOMMEND RECEIPT

13. Petition dated September 6, 1979 from Mr. A. Mrkonja, a resident on Dunbar Road, requesting that sidewalks be constructed on Dunbar Road and that the maximum speed limit be reduced to 30 km/h. This petition was referred to the Public Works Committee by Council at its meeting on September 10, 1979. A copy of this petition was forwarded to the Engineering Department on September 19, 1979 for their consideration. Therefore, a report may be available for the Committee's consideration.

Files: 49-79; 86-79; 27-79

DIRECTION REQUIRED

14. Petition dated July 23, 1979 from residents on Caven Street and Third Street, west of Cawthra Road, in Ward 1, requesting that Caven Street and Third Street be reconstructed. This petition was referred to the Public Works Committee by Council at its meeting on September 10, 1979. A copy of this petition was forwarded to the Engineering Department on September 19, 1979 for their consideration. Therefore, a report may be available for the Committee's consideration.

Files: 49-79; 24-79

DIRECTION REQUIRED

15. Summary of Unfinished Business relating to the Public Works Committee as of September 19, 1979.

File: 139-79

RECOMMEND RECEIPT

FILE REF: 11 141 00039
13 211 00028
11 161 00011

City of Mississauga

MEMORANDUM

1.

To Chairman and Members of the Public Works Committee
Dept. City of Mississauga

From William P. Taylor, P. Eng., Commissioner
Dept. Engineering and Works

LADIES & GENTLEMEN:

August 30, 1979

SUBJECT: Request to establish 40 km/h school zone on Meadows Boulevard at Ecole Rene-Lamoureux (Molly Avenue).

ORIGIN: Complaint from Mrs. Rossetto of 4204 Rayfield Court through Councillor Taylor's office.

COMMENTS: Mrs. Rossetto had requested we erect 50 km/h speed limit signs and school crossing signs on Meadows Boulevard in the vicinity of Ecole Rene-Lamoureux School.

It is not normal policy to post 50 km/h within the City, however, we can establish a school zone across frontage of the school and sign it to a 40 km/h maximum limit.

Concerning the request for the school crossing, we would advise Council that the Traffic Safety Committee will be reviewing both the most suitable location and the possible need for a crossing guard. We shall await the outcome of their finding.

RECOMMENDATIONS:

1) That a school zone with a maximum speed limit of 40 km/h be established across the frontage of Ecole Rene-Lamoureux School.

2) That upon the outcome of the Traffic Safety Committee's investigation as to a suitable location, a school crossing be established within this school zone.

3) That the attached draft by-law to amend Traffic By-Law No. 444-79, as amended, be approved.

William P. Taylor, P. Eng.
Commissioner
for Engineering and Works Department

JKM:mk
Att.

c.c. E.M. Halliday
All Commissioners
A. Grannum

RECEIVED
REGISTRY No. 9941
DATE AUG 31 1979
FILE No. 86-79
CLERK'S DEPARTMENT

FILE REF: 11 141 00039
13 211 00021

City of Mississauga

MEMORANDUM

To Chairman and Members of the Public Works Committee
Dept. City of Mississauga

From William P. Taylor, P. Eng., Commissioner
Dept. Engineering and Works

Request Nos. 308-79 & 309-79
Clerk's File Nos. 7-79 & 86-79

August 29, 1979

LADIES & GENTLEMEN:

SUBJECT: Traffic matters on Kirwin Avenue.

ORIGIN: Letters from R. Patel, 3175 Kirwin Avenue and A. Carnovale, 3121 Kirwin Avenue.

COMMENTS: Both of the above noted requests deal basically with truck traffic on Kirwin Avenue. At the recent request of Councillor L. Taylor, the Engineering Department has erected advance signing on Hurontario Street and on Dundas Street approaching Kirwin Avenue indicating "No Heavy Trucks on Kirwin Avenue". There is an existing truck prohibition on Kirwin Avenue from 7:00 p.m. to 7:00 a.m. The truck prohibition signs on Kirwin Avenue have been relocated to improve visibility to traffic on both Dundas Street and Hurontario Street.

RECEIVED
REGISTRY No. 10058
DATE SEP 5 1979
FILE No. 7-79 86-79
CLERK'S DEPARTMENT

This department has reported to Council previously regarding the ring road system and that this portion of Kirwin Avenue is the north-east link.

Some years ago, Council committed itself to the ring road concept recognizing that future development in the vicinity of Dundas Street and Hurontario Street would add to the congestion at that intersection and that alternate routes were necessary. The Dundas-Fairview Secondary Plan envisages additional office and commercial development and re-development in the area of Dundas Street and Hurontario Street. With this development will be increasing traffic volumes which cannot adequately be supported at the intersection of Highway 10 and Highway 5, hence the necessity for the ring road construction. In view of the present heavy congestion during peak periods, those portions of the ring road which are available are being used by vehicular traffic for the purposes for which they were intended.

The Engineering Department has requested enforcement by the Peel Regional Police of the existing truck prohibition, violations with respect to the school bus loading areas and speed limit on Kirwin Avenue. We do not support the request for a truck prohibition at all times, as this would place a greater strain on the operation of the intersection of Highway 10 and Highway 5 where truck turning movements are already difficult because of the tight turning radius.

continued ...

2.a

Subject: Traffic matters on Kirwin Avenue

COMMENTS - cont'd.

In the letter from R. Patel, mention is made of synchronizing traffic signals. The signals on Burontario Street between the North Service Road and Kirwin Avenue are presently interconnected. Also, in this year's Traffic Signal Programme, signals on Dundas Street in two sections: 1) Mavis Road to The Credit Woodlands, and 2) Haines Road to Queen Frederica Drive, are being co-ordinated to provide signal progression.

The Engineering Department recognizes that signal progression is a priority in our signal programme and funds are designated annually to provide for signal progressions in heavily travelled sections of arterial roadways where traffic volumes warrant this application.

RECOMMENDATIONS:

1. That the report dated August 29, 1979 from the Commissioner of Engineering and Works be received and that a copy of this report be forwarded to R. Patel, 3175 Kirwin Avenue and A. Carnovale, 3121 Kirwin Avenue.

2. That the Region of Peel Police Department be requested to enforce the existing truck prohibition on Kirwin Avenue as often as is reasonably possible.

William P. Taylor

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

AEM:cw
Attach.

c.c. Mr. E. M. Halliday
Mr. L. LOve
Mr. K. Cowan
Mr. D. Ogilvie
Mr. R. Edmunds

2.b

Ramanlal N Patel
3175 Kirwin Ave.
Unit 113
Mississauga
L5A 3M4
Ontario.

RECEIVED
JUL 30 1979
MAYOR'S OFFICE

To
The Mayor
Mississauga Council
City Centre Dr.
Mississauga

Dear Madam,

I came from England with my family back 1975 and we picked Mississauga as our town to settle. In the past few years it has grown completely out of proportion. I was wondering if some is keeping an eye on the massive development going on in our town. Now driving where I go for a drive there constructions going on. Surely I am not opposed to progress but this is a limit to the development. I do not think for a moment that we would like to have the city manager individual town on our hands. We don't want to all these farms we use to go for picking up of fruit, will they have turned into houses etc.

Because of massive construction and new roads traffic lights almost every 100 yds. Now we are aware of the energy problem we are facing and by the action of the fact that a certain was made for

every time it stops and starts - again? Well then if you can one day find an hour or so spare from your very busy schedule you would find that almost all the traffic lights are out of sinch; if one turns green on you the next one is doing the opposite hence U) was not full U) causes more traffic congestion, in already a heavily travelled road.

So I would like to suggest that as we are formulating to have all our roads running NORTH-SOUTH, EAST-WEST. How about having all lights turn GREEN on NORTH-SOUTH and RED on WEST-EAST. This way one would have continuous flow of traffic and save fuel as well. This would eliminate bottle necks for traffic congestion.

The other point is the st I live on which is Kirkwin Ave, we moved to this street for a couple of reasons one being the school which WAS open at Hillcrest Before I realized it, it was closed and in fact sold. The other thing I found that Kirkwin Ave is a by pass for HEAVY TRUCKS who DO NOT OBEY any road signs or speed. I have seen them not stop for school bus; why do you think the school bus stop has been moved to Sohm st? for the very reason of trucks. I guess you don't have that kind of problem because it is strictly a residential area in a "cul-de-sac" I feel appalling that though from so much complain about pollution from Gulf refinery. no body is doing anything about it and I guess we have to put up with "foul" air forever. What about the "funny" taxing bill - is anybody doing anything about it?

2.d

Despite all these aggravation I am sure that my wife and I made the correct decision to stay in Nicaragua

Thanks for your time.

Yours truly
[illegible]
19.1.26.

P1.

2.e

RECEIVED
AUG 1 1979
MAYOR'S OFFICE

Aug. ~~July~~ 1/79.

RECEIVED
AUG 1 1979
MAYOR'S OFFICE

To The Mayor & City Council
City of Mississauga.

Dear Madame Mayor & Councillors

This letter is further to a conversation with Mayor McCallion requesting lowering of the speed limit on Kirwin Ave and the changing of present signs allowing truck traffic during specific times (7:00 am - 7 p.m.) Mon-Sat. and all day Sunday to PROHIBITION signs clearly indication no trucks anytime as indicated on all other residential streets around Huronia & Dundas street area. Also a sign indicating no vehicle traffic altogether except local as exists on Wolfdale St. near Inland Publishing.

Many other residents & I have been complaining as that this strictly residential street is by-passed by trucks, motorbikes, souped up cars, & sports cars.

I am now disgusted to learn that

2.f

this problem exists because city council has actually planned this street to be a north-east link of the ring road system to carry collector road volumes.

This clearly ignores the rights of many residents of Kiwi Cove to peace and tranquility and in fact itself violates an existing by-law to guarantee the existence of peace and tranquility as nuisance gov't has advertised in publications placed in waiting areas of City Hall.

The People living on Kiwi Cove and supporting its maintenance are entitled to fair consideration. Their right to peaceful and safe conditions for themselves and their small children are above any possible privileges of convenience for non resident vehicle traffic especially very heavy duty commercial vehicles, drivers & motorcyclists & sports car drivers all of whom recognize no rights whatever for residents in speeding, causing a great disturbance racket from 7 p.m. as late as 4:30 am all through every week.

One resident fortunate to live in the only residence several hundred feet away from the street informs me he is leaving as he can no longer stand the

2.9

noise. Imagine the level of noise for those less fortunate who are living a few feet away in every other resident throughout the entire street.

This contempt of the rights of residents and ignorance of their complaints must cease immediately and other solutions found for traffic congestion or ~~some~~ small inconvenience to non resident drivers.

Perhaps those responsible for creation this unbearable, contemptuous inhuman situation should be forced to endure until they have the nerve to dictate to others until they see the light.

I hope this formal requests brings a favourable and permanent solution to this ridiculous situation before some small and innocent child is maimed or killed. ~~which will~~ Responsibility clearly would then rest with city council.

Yours truly

A. F. Lazurvale
3121 Kirwin Ave Apt 803.
Mississauga Ont.
Ph. 2778378.

3.

City of Mississauga FILE REFERENCE: 11 141 00039
13 211 00009

MEMORANDUM

To Chairman and Members of the
Dept. Public Works Committee

From William P. Taylor, P. Eng.
Dept. Engineering and Works

August 31, 1979

REQUEST NOS. 194-79 and 291-79
Clerk's File Nos. 49-79 and 86-79

SUBJECT: Control of traffic-vicinity of Indian Road and Tecumseh Park Drive.

ORIGIN: Letter from B. W.Aikman, President, of Tecumseh Area Resident's Association.

COMMENTS: The Engineering Department has undertaken a detailed review of the accident statistics at the intersection of Indian Road and Tecumseh Park Drive going back to 1976. Since that time we have recorded nine reportable accidents broken down as follows: 1976 - 2, 1977 - 5, 1978 - 1, and 1979 - 1. Our records are in the form of Accident Reports from the Peel Regional Police and we have no way of determining the number of non-reportable mishaps at this location. While the number of accidents in 1977 was greater than any other year since 1976, in the last two years, there has only been one reportable accident in each year. Of the total, there have been three rear-end collisions and these are of a type which are not susceptible to correction by the installation of an all-way stop.

Traffic counts were performed and volume warrants are not met for an all-way stop. The pavement on Indian Road is of sufficient width to accommodate a left turn lane and one through lane for each direction. This suggested alteration to the pavement markings will reduce the risk of rear end collisions by separating the left turning vehicles from the through traffic.

As a comparision, the existing all-way stop at Lorne Park Road and Indian Road is warranted on a volume basis, and also both roadways are of similar classification, being collector roadways. Tecumseh Park Drive is a local roadway and while there unfortunately has been one fatality, after all other aspects have been carefully reviewed, the Engineering Department does not support the request for an all-way stop based on Engineering warrants not being met.

The attached letter, addressed to Mayor and Members of Council, from Mr. H. C. Jones records his objections to the installation of an all-way stop at this intersection.

continued...

3.a

COMMENTS: continued ...

We shall undertake to alter the pavement markings on Indian Road to incorporate a left turn storage lane. Also 50 km/h speed signs shall be placed at intervals for the entire length of Indian Road.

RECOMMENDATIONS:

1) That an all-way stop not be placed at the intersection of Indian Road and Tecumseh Park Drive as warrants are not met.

2) That left turn storage lanes be painted on Indian Road east and west of Tecumseh Park Drive.

3) That 50 km/h speed signs be erected at appropriate intervals on Indian Road between Mississauga Road and South Sheridan Way.

William P. Taylor

William P. Taylor, P. Eng.
Commissioner
Engineering and Works Department

D.
DTJ:mk
Att.

c.c. E.M. Halliday
All Commissioners
Councillor M. Marland.

3.b

1478 Woodeden Dr. N

July 3rd, 1979

Mrs. M. Marland
Councillor Ward 2
City of Mississauga
1 City Centre Drive
Mississauga, Ontario

Dear Mrs. Marland:

Please find attached a memorandum put together by a special committee within the Tecumseh Area Resident's Association. This committee has done considerable research over the past year and a half and has concluded that something must be done to improve the control of traffic in the vicinity of Indian Rd. and Tecumseh Pk. Drive.

I would appreciate your taking the necessary action to have this situation resolved as soon as possible.

Sincerely

B.W. Aikman

B.W. Aikman
President Tecumseh Area Resident's Assoc.

BWA/fm

RECEIVED
CONTROL No. 8055
DATE JUL 13 1979
ITEM No. 86-79
49-79
CLERK'S DEPARTMENT

June 25, 1979

3.c

Proposed Traffic Light or Four-Way
Stop at Intersection of Indian Road
and Tecumseh Park Drive

On behalf of TARA, I have been asked to request that Council immediately authorize the installation of either a traffic light or, in the alternative, a four-way stop at the intersection of Indian Road and Tecumseh Park Drive.

Some members of Council are probably no doubt aware that there has been extensive dialogue over the past year and one-half with the Police Department, the Traffic Department of the City of Mississauga, several ratepayers in the area and other concerned citizens about the necessity of somehow alleviating the substantial concern about accidents at the intersection resulting in property and personal injury including a death in one instance. The sole basis for the request is the concern for the safety and well-being of the children and other residents in the immediate vicinity of the intersection.

In support of our request, we enclose a petition which has been signed by 84 ratepayers representing 63 households in the immediate vicinity of the intersection, all supporting the request. No individuals canvassed refused to support the petition.

The gravity of our concern was recently highlighted by yet "another" accident at the intersection as recently

3.d

as three weeks ago when early in the evening, just after dinner, a sports car driven by a teenager, proceeding in an easterly direction on Indian Road at an excessive rate of speed, attempted to pass another automobile at the intersection making a left-hand turn from Indian Road to Tecumseh Park Drive North. The result of the unsuccessful passing attempt was a collision with the automobile attempting to make the turn and the literal "cartwheeling" of the passing automobile in an uncontrolled manner past the intersection along Indian Road and along a portion of the sidewalk on the south side of Indian Road running east from Tecumseh Park Drive for approximately 150 to 200 feet. The sports car ended up completely upside down, fortunately with the driver uninjured primarily as a result of his seatbelt. This type of accident typifies the magnitude of the concern which the Ratepayers' Association has about the potential safety of children and residents in the area - an uncontrolled automobile careening through the intersection and along the sidewalk where, if the accident had occurred just a couple of hours earlier, several children on their way home from school could have been seriously injured or killed. Although it is pure conjecture, it is inconceivable to believe that a four-way stop at the intersection would not have had some deterrent effect on the driver and, conceivably have even been responsible for avoiding the accident entirely. No one was hurt this time!

3. e

Pictures of the automobile taken by ratepayers at the time of the accident are enclosed for Council's review.

In addition to the foregoing and in further support of our request, we would like to set out the following information:

1. Over the past four year period, there have been at least a dozen reported accidents at this intersection involving two injuries and in July 1977 the death of a young motorcyclist. In the case of the motorcyclist who was proceeding in a westerly direction on Indian Road, it is apparent from the accident report that if the motorcyclist had been obliged to come to a full stop at the intersection, in all probability, he would not have been involved in the accident at all.

2. In addition to the reported accidents, there have been several unreported accidents which have been witnessed by various residents in the immediate vicinity - all involving excessive speeding as a result of the natural inclination to speed on this particular stretch of Indian Road. In many instances, accidents have occurred as a result of the unnecessary acceleration in attempting to traverse the incline of the hill at the intersection of Tecumseh Park Drive South. This inclination could be curbed if a stop was required on Indian Road.

3.f

3. This intersection is particularly congested in the mornings and afternoons by public school children going to and from Tecumseh Park Public School on Chrisenden Drive. Notwithstanding the fact that there is a school crosswalk approximately one block away to the east, it has been observed by the residents in the area and by the crossing guard that there are many children who naturally cross the road at this particular juncture.

4. With the recent installation of the tennis courts at the north end of Woodeden Drive North, there are many more children and adults traversing this intersection in the early evening and evening hours.

5. Tecumseh Park Drive South is a very busy feeder road into the Spring Hill area. Accordingly, a substantial volume of traffic is continually coming off Indian Road to Tecumseh Park or getting on to Indian Road from Tecumseh Park Drive.

6. There is no stop sign along Indian Road between Lorne Park Drive and Mississauga Road, a stretch of approximately two to two and one-half miles. This has resulted in several reported incidents of speeding particularly in the evening and early morning hours.

7. Obviously a similar concern for safety of children and residents in the area of Lorne Park Road and Indian Road

3.9

must have been the deciding factor in establishing a four-way stop at that intersection a couple of years ago.

For the foregoing and other reasons, we can see no reason at all why Council should not approve our request for at least a four-way stop at this location. We can see no justifiable reason whatsoever for Council not to act immediately in a responsible manner for the general good of the residents and particularly the children in the area. Any delay in dealing with our request could lead to a situation where any future accident, including any potential death, will not only to some extent be on the conscience of the members of Council but conceivably could lead to an actionable claim in negligence in connection with any future accident in view of the information and knowledge that has been currently provided to Council. No one could dispute the proposition that there is a responsibility and probably a duty of care owed by the Municipality to its citizens generally to act in a responsible and expeditious manner once knowledge and information of a dangerous situation such as this has been brought to its attention. The responsibility for action in the circumstances rests entirely with Council.

There is, of course, no guarantee that the installation of a stop light or at least a four-way stop will prevent future accidents. No reasonable person could however disagree with the proposition that the installation of some control

3.R

mechanism in the form of at least a four-way stop would almost certainly substantially reduce the risk of future accidents without in any way prejudicing the "rights" of motorists in general utilizing Indian Road or Tecumseh Park Drive.

Members of the Executive Committee of TARA would be pleased to attend at any meeting to provide any additional information and insight into our request if Council deems it appropriate.

3.i

WPI	WT	79/04/19
		79-4-23
		24

1190 Tecumseh Park Dri
Mississauga, Ontario,
L5H 2W1,
14 April 1979.

RECEIVED
REGISTRY No. 4014
DATE APR 18 1979
FILE No. 86-79
CLERK'S DEPARTMENT

The Mayor and Members of Council,
City of Mississauga,
City Hall,
1 City Center Drive,
Mississauga, Ontario.

Dear Madam Mayor:

I understand that there is a move of late to request the installation of a four-way stop or of stoplights at the corner of Indian Road and Tecumseh Park Drive in Ward Two, and I should like to express my disapproval of any such move and the resulting stop "devices".

I feel that there is really no need for either a four-way stop or stoplights at this intersection. Indian Road has always been accepted as the through street, and thus, there are stop signs on Tecumseh Park Drive where it meets the through street. There is a hill where the original Tecumseh Park Drive runs into Indian Road, and a hill on Indian Road itself, where it continues westbound from the intersection. Both these hills tend to be slippery in the winter season, and the addition of a required stop on the main street would add to the hazards with which the driver would have to contend, i.e., coming to a stop when travelling eastbound on Indian Road, or making the hills when travelling westbound on Indian Road or turning southbound onto Tecumseh Park Drive.

I realize that concern might be expressed about speeding on Indian Road, but stop signs and stoplights are not really a rational answer to speed control. (Perhaps earlier councils ought to have considered the merits of leaving Indian Road narrower and less conducive to possible speeding, as it was when I first knew it in 1954, instead of widening it and levelling it to its present state and installing curbs!)

Then, too, some people might consider stop signs or stoplights to be necessary at the intersection because of school children in the area making their way to Tecumseh School. However, there are sidewalks on both sides of Indian Road between Tecumseh Park Drive and Lodeden Drive, and a crossing guard at the intersection of Lodeden and Indian Road. Any suggested traffic controls, other than the ones presently installed, at the Tecumseh/Indian Road intersection might make some parents happier, but would ignore the real problem of children who in turn ignore cyclist and pedestrian safety rules.

REFERRED TO W. TAYLOR
FOR REPORT TO
PUBLICWORKS COMMITTEE

3.j.

As well as the above arguments against the possible installation of stoplights or a four-way stop at the intersection of Tecumseh Park Drive and Indian Road, I feel that two other, more general, arguments ought to be expressed here. The first is that constant stopping and/or shifting while driving does nothing for the fuel economy of vehicles; however, I am sure that most people are well aware of this fact. Secondly, I feel that a comment ought to be made about what I shall call a plague of three- and four-way stops, there simply for their own sake, as it often seems. I doubt whether anyone would disagree with these stops where major through streets intersect, such as at Clarkson Road and Truscott Drive, or at Lorne Park Road and Indian Road. However, at other intersections, where a side street meets a through street, these devices are just not called for. Such, I feel, is the situation at the Tecumseh/Indian Road intersection. (A rather ridiculous case of a three-way stop may be found at the intersection of Springhill Drive and Cloverbrae Crescent.) A through street ought to be recognized as such, and if signs of one kind or another are somehow deemed to be necessary at any particular intersection, perhaps "yield" signs might be more to the point and a sane alternative to the plague of three- and four-way stops.

I thank Council for its consideration of this letter, and Councillor Marland for the original frank discussion I had with her concerning the possible upcoming request for the installation of either a four-way stop or stoplights at the Tecumseh/Indian Road intersection.

Yours faithfully,

H. C. Jones

H. C. Jones

FILE REF: 11 141 00039
13 211 00007
11 321 80001

City of Mississauga

MEMORANDUM

4.

To Chairman and Members of the Public Works Committee
Dept. City of Mississauga

From William P. Taylor, P. Eng., Commissioner
Dept. Engineering and Works

August 28, 1979

LADIES & GENTLEMEN:

SUBJECT: McDonald's Restaurant - Highway 10 south of the Q.E.W.

ORIGIN: Engineering and Works Department.

COMMENTS: At it's meeting on June 25, 1979, Council endorsed a recommendation that a meeting be held with representatives of McDonald's Restaurants with Engineering and Works Department and the Planning Department to discuss improvements on Highway 10 south of the Q.E.W. This meeting was to discuss the possibility of constructing a left turn lane on Highway 10 and consideration of an alternative access from McDonald's to the South Service Road.

In attempting to arrange such a meeting, staff discussed these issues with representatives of McDonald's. It readily became clear that McDonald's have no interest in making any further improvements on this site since the recent O.M.B. decision which down-zoned the property to residential and made it a non-conforming use. Therefore we feel it would be unproductive to schedule the meeting requested by Council. The accident situation at this access continues to be serious and it is our recommendation that consideration be given to the construction of a left turn lane at this location. Current estimates indicate that the cost would be approximately $16,000.00. We suggest that consideration be given to this issue in the 1980 Capital Budget.

RECEIVED
REGISTRY No. 10135
DATE SEP 7 1979
FILE No. OZ-50-76
CLERK'S DEPARTMENT

The second issue involving an alternative access to the South Service Road can still be addressed at the time that the site plan is being processed for the proposed office building immediately north of McDonald's at the southeast corner of Hurontario Street and the South Service Road. It is recommended that staff pursue this at the time the site plan is being processed.

RECOMMENDATIONS:

1) That a meeting not be held with representatives of McDonald's at this time.

continued ...

4.a

Chairman and Members of the
Public Works Committee
August 28, 1979
Page 2

Subject: McDonald's Restaurant -
Highway 10 south of the Q.E.W.

RECOMMENDATIONS - cont'd.

2. That funds in the amount of $16,000.00 be included in the 1980 Capital Budget for the construction of a left turn lane on Hurontario Street at the McDonald's access.

3. That the possibility of an alternative access from McDonald's to the South Service Road be pursued at the time that the Site Plan is processed for the proposed office building immediately north of McDonald's.

AEM:dw

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

C.C. Messrs. Halliday
Cowan
Ogilivie
Rimunds
Love

Vm

5.

City of Mississauga

MEMORANDUM

FILES: 16 111 75120
11 141 00039

To Chairman and Members

From William P. Taylor

Dept. Public Works Committee

Dept. Engineering and Works

September 5, 1979.

SUBJECT: Deletion of Easement Requirement for Catchbasins and Appurtenances Installed on Block J, Plan M-209.

ORIGIN: Engineering Agreement Among Phi International Inc., The Regional Municipality of Peel and The City of Mississauga Dated July 27, 1977.

COMMENTS: Under the terms of Schedule 'B' to the Engineering Agreement for Plan M-209, known as the Talka Subdivision, the Developer was required to provide the City with two ten foot wide storm sewer easements on Block J. These were to enable the City to gain access for the maintenance of a catchbasin and catchbasin lead located within these easements.

With the major building structural work now complete in this area, we now find that buildings which have been sited in accordance with the approved site plan, are located directly over these easements, thus blocking our physical access.

Accordingly, we find that the retention of these easements would serve no purpose and that the City should not require the Developer to provide same.

It should be noted that we have been advised by the Consulting Engineer that no structural problems should present themselves with the concerned units being directly over the catchbasin leads.

RECOMMENDATION: That the requirement in the engineering agreement for Plan M-209 which requires the developer to provide two 10' wide sewer easements on Block "J" Plan M-209 be deleted.

William P. Taylor

William P. Taylor, P.Eng.,
Commissioner.

WPT/cm

cc: E. M. Halliday
All Commissioners

RECEIVED
REGISTRY No. 10133
DATE SEP 7 1979
FILE No. m 209
CLERK'S DEPARTMENT

FORM 145

City of Mississauga

MEMORANDUM

Files: 16 111 72057
11 141 00039

J.M.

6.

To Chairman and Members

Dept. Public Works Committee

From William P. Taylor

Dept. Engineering and Works

September 7, 1979

SUBJECT: Assumption of the municipal works for Wimpey Subdivision, R.P. M-54.

ORIGIN: Engineering Agreement between Wimpey Homes Ltd. and the City of Mississauga and the Region of Peel.

COMMENTS: The subject works are located south of Dundas Street West and east of Mavis Road and consisting of 251 residential lots, 2 school blocks and one park block.

As far as the Engineering and Works Department is concerned the developer has complied with all requirements of the Engineering Agreement for the installation of the municipal services.

RECOMMENDATIONS:

1. That the City assume the municipal works as provided and maintained under the terms of the Engineering Agreement.
2. That the City release all securities to the developer, Wimpey Homes Ltd.
3. That the City Council pass a by-law establishing the road allowance within the R.P. M-54 as a public highway and part of the municipal highway system of the City of Mississauga.

A. R. McDonald

William P. Taylor, P. Eng.
for Commissioner

RECEIVED
REGISTRY No. 10291
DATE SEP 1 2 1979
FILE No. M54.
CLERK'S DEPARTMENT

JT:kw

cc: E. M. Halliday
All Commissioners
W. Munden
Region of Peel - D. Markle
J. Wright
D. J. Debenham

FORM 145

City of Mississauga

MEMORANDUM

FILES: 11 141 00039
16 111 79042
11 121 00021

7.

To Chairman and Members

Dept. Public Works Committee

From W. P. Taylor

Dept. Engineering and Works

September 11, 1979

SUBJECT: Streetlighting Littlejohn Lane 200 ft. ± north of Dundas Street.

ORIGIN: Letter from Mr. R. A. Grant, Manager of the Bank of Nova Scotia and the Plaza Merchants Association to the east of Littlejohn Lane (attached).

COMMENTS: Littlejohn Lane is owned by the City of Mississauga. The lane has no streetlighting, but a streetlight could be placed on an existing Hydro pole located approximately 35 m north of Dundas Street.

The installation of a light on this pole would cost approximately $400.00. Funds are available from City Account #08680-84 (Capital Streetlighting from current accounts - 1979).

RECOMMENDATION: That Hydro Mississauga be instructed to install a streetlight at Littlejohn Lane on the first Hydro pole north of Dundas Street, and that the estimated cost of this installation be charged to City Account #08680-84 (Capital Streetlighting from current accounts).

for W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

encl.

cc: E. Halliday
All Commissioners

REGISTRY No. 10975
DATE SEP
27-79

FORM 145

Scotiabank
THE BANK OF NOVA SCOTIA

95 Dundas St. East, Mississauga, Ontario, Canada L5A 1W7

7.a

August 30, 1979

City of Mississauga
Engineer Division
1 City Centre Drive
MISSISSAUGA, Ontario

ATTENTION: MR. DOUG RAY

Dear Mr. Ray:

RE: LITTLE JOHN LANE

We enquire if it would be possible to have a street light erected on the east side of Little John Lane. The reason for this request is an effect to detour teenagers from hanging out on this darkened street and cluttering up our property with coffee cups, beer bottles, etc.

Your early response would be greatly appreciated.

Yours truly,

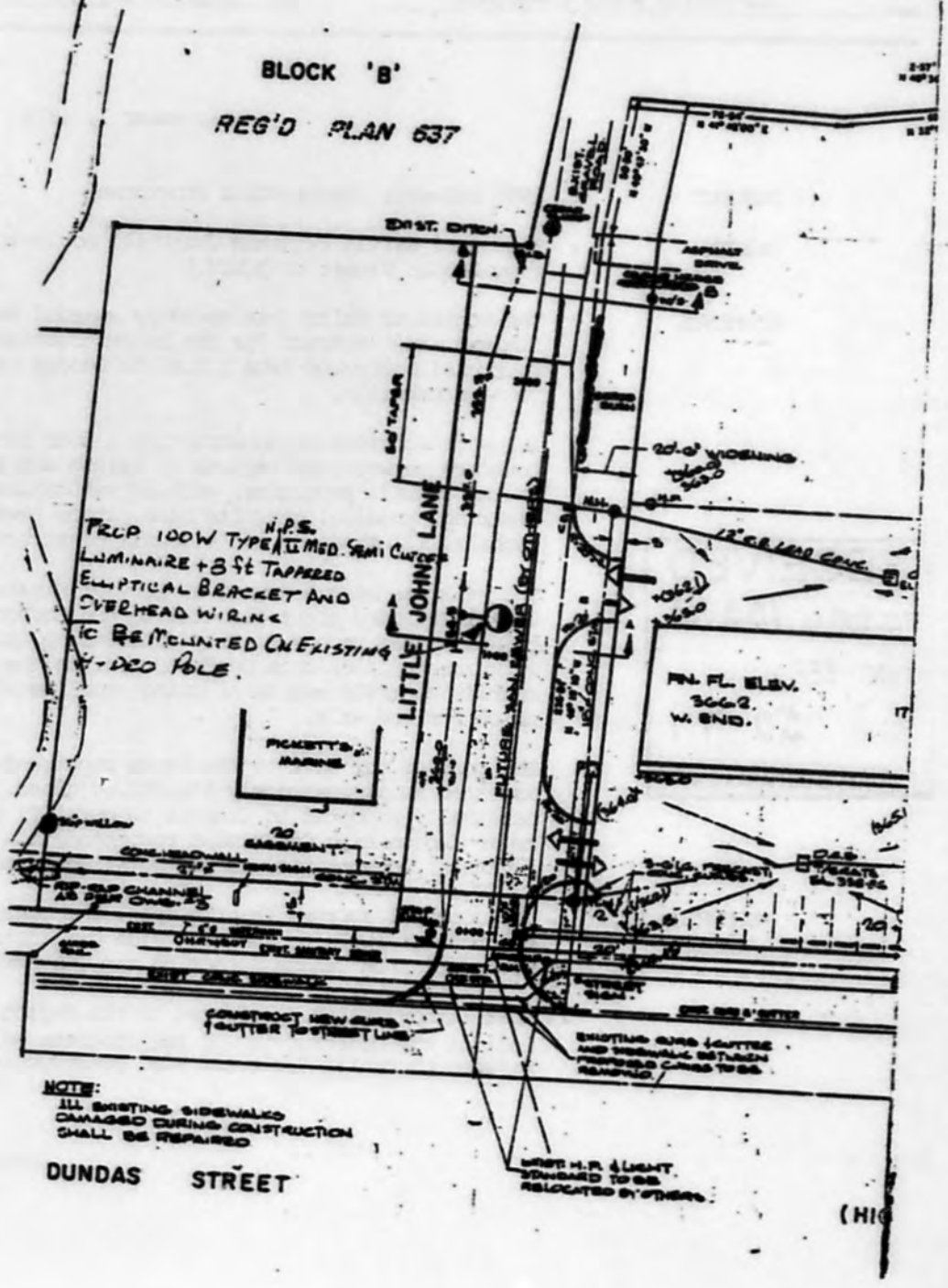
R.A. Grant
Manager

COUNTRY STYLE DONUTS
99 DUNDAS ST. E.
MISSISSAUGA ONTARIO

RG:dh

Peter Merchant Associates
J. Rakowsky

7.6


BLOCK 'B'
REG'D PLAN 637
EXIST. DITCH
ASPHALT GRAVEL
8d TAPER
20-0" WIDENING
12" CR LAND CONC.
LITTLE JOHN LANE
FLETCHER VAN LEEWEN (DEC 20-1963)
TRCP 100W TYPE A II MED. SEMI CUTOFF N.P.S.
LUMINAIRE + 8 ft TAPERED
ELLIPTICAL BRACKET AND
OVERHEAD WIRING
TO BE MOUNTED ON EXISTING
H-DCO POLE.
FIN. FL. ELEV.
W. END.
PICKETT'S MARINE
20' EASEMENT
CONC. HEADWALL
RIP-RAP CHANNEL
CONSTRUCT NEW CURB & GUTTER TO STREET LINE
EXISTING CURB & GUTTER AND SIDEWALK BETWEEN PROPOSED CURBS TO BE REMOVED
NOTE:
ALL EXISTING SIDEWALKS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED
DUNDAS STREET
HYDRO H.P. & LIGHT STANDARD TO BE RELOCATED BY OTHERS.

J.M.

8.

City of Mississauga

MEMORANDUM

Our files : 11 141 00039
17 111 80014
17 111 79014

To The Chairman and Members of
Dept. The Public Works Committee

From W. P. Taylor, P. Eng., Commissioner,
Dept. Engineering and Works Department

September 7, 1979

SUBJECT : 1980 Sidewalk Construction Programme

ORIGIN : Region of Halton (Winston Churchill Boulevard Reconstruction from Dundas Street to Q.E.W.)

COMMENTS : The Region of Halton has recently awarded Fermar Paving Limited, the contract for the reconstruction of Winston Churchill Boulevard from Q.E.W. to Dundas Street in the Town of Oakville.

The work consists of constructing a four lane road on the boundary between the Regions of Halton and Peel. Included in the overall programme, will be relocation of utilities, clearing, grading, granular base, storm sewers, hot-mix asphalt, illumination and sidewalk construction.

RECEIVED
REGISTRY No. 10238
DATE SEP 1 1979
FILE No. 52-79
CLERK'S DEPARTMENT

The walk has been assigned as City of Mississauga responsibility and all related costs directed to the Corporation. The Region of Halton has requested City approval to include the subject walk construction from Dundas Street to the Q.E.W. into the overall contract and in so doing, realize a preferred unit price for the walk.

The cost of the walk to the above captioned limits has been assessed as approximately $30,000.00 gross. The work was originally reported to Council in our 1979 Sidewalk Report as an Engineering Department recommendation but due to financial constraints, it was deferred to next year.

RECOMMENDATION: 1. That Council approve in principle, the construction of a concrete sidewalk on the east side of Winston Churchill Boulevard from Dundas Street to the Queensway.

2. That authorization be offered to the Region of Halton to include the construction of the concrete walk in their Winston Churchill Boulevard Road construction programme.

..... continued .....

FORM 145

8.a

To : Chairman and Members of
The Public Works Committee

September 7, 1979

RECOMMENDATIONS : (cont).

3. That the funds to accommodate the construction, estimated at $30,000.00 ± be assessed to the 1980 Sidewalk Construction Programme.

4. That the Clerk of the Region of Halton be so informed of the recommendation.

W. P. Taylor, P. Eng.,
Commissioner,
Engineering and Works Department

BMS:sa

cc : City Manager
All Commissioners

9.

City of Mississauga

MEMORANDUM

Files: 11 141 00039
12 261 00007
12 261 00006
17 111 78056

To The Chairman and Members of the Public Works Committee

From Mr. William P. Taylor, Commissioner

Dept.

Dept. Engineering and Works

August 27, 1979

SUBJECT: Cooksville Creek Watershed Study

ORIGIN: Engineering and Works Department

COMMENTS: In July 1978 City Council authorized M. M. Dillon Limited, Consulting Engineers, to proceed with the design of a detention facility on the Cooksville Creek north of Square One. The hydraulic principle behind this detention area was to provide sufficient capacity to detain a 50-year flood with a release rate of a 25-year flood. If this could be accomplished, it would be effective in providing a 50-year protection downstream of the detention area.

RECEIVED
REGISTRY No. 9927
DATE AUG 29 1979
FILE No. 106-79
CLERK'S DEPARTMENT

The 50-year flood level protection was approved by Council in 1977 in lieu of providing a regional storm flood protection (Hurrican Hazel) through extensive channelization and detention works at an estimated cost well in excess of Twenty Million Dollars. During the Consultant's review it became apparent that the detention of storm water could not fully provide the desired 50-year flood protection as originally envisaged. As a result a number of alternatives were examined to provide existing development presently within the regional floodplain with an acceptable level of flood protection. To this end we evaluated the 50-year existing and ultimate flows together with the 100-year ultimate flows for various phases of future development.

The conclusion which we arrived at as a result of the various alternatives was that channelization, including culvert enlargements through additions, should be undertaken in certain areas in order to provide flood protection to existing development south of Mississauga Valley Boulevard to a minimum of 100-year ultimate flood flows.

The total estimated cost of these channel works which involve adding culverts at certain road crossings, dyking and channelization along the Cooksville Creek is $4,500,000.00 in 1979 dollars excluding land acquisition.

...2

9.a

Subject: Cooksville Creek Watershed Study

COMMENTS - cont'd. A breakdown of these works and their estimated cost is contained in the Consultant's summary and conclusions appended to this report.

At the present time there is $3,000,000.00 budgeted in the Five-Year Capital Budget for stream improvement works on the Cooksville Creek with $250,000.00 of these funds allocated in the 1979 Capital Budget to the Cooksville Creek.

It is recommended that the $250,000.00 be allocated to the twinning of the Atwater Avenue culvert in 1979 in accordance with the Consultant's priorities.

The Consultant will be available at the Public Works meeting to briefly outline the work done and the conclusions reached.

RECOMMENDATIONS:.

1. That the City of Mississauga endorse the recommendations that stream improvements be carried out on the Cooksville Creek from Mississauga Valley Boulevard to Lake Ontario to provide a minimum one hundred year flood protection to existing development at an estimated cost of $4,500,000.00 in 1979 dollars excluding land acquisition.

2. That the Credit Valley Conservation Authority and Ministry of Natural Resources be requested to endorse the provision of a minimum one hundred year flood protection to existing development on the Cooksville Creek as contained in the Cooksville Creek Watershed Study report dated August 7, 1979.

3. That the $250,000.00 contained in the 1979 Capital Budget for improvements to the Cooksville Creek be allocated to the twinning of the Atwater Avenue culvert in 1979.

4. That the firm of M. M. Dillon Limited be retained to design and prepare the tender documents for the twinning of the Atwater culvert and related works in accordance with the current A.P.E.O. rates.

5. That the Credit Valley Conservation Authority and the Ministry of Natural Resources be requested to indicate the extent of their participation in the Cooksville Creek stream improvement works estimated at $4,500,000.00 as contained in the Cooksville Creek Watershed Study report and advise the City of Mississauga of what work they are prepared to include in their Five-Year Capital Budget.

9.b

The Chairman and Members of the
Public Works Committee
August 27, 1979
Page 3

Subject: Cooksville Creek Watershed Study

RECOMMENDATIONS - cont'd.

6. That application be made to the Ministry of the Environment for a grant for stream improvement works on the Cooksville Creek in the estimated amount of $4,500,000.00 in order to determine what financial assistance, if any, would be available from the Ministry of the Environment - Community Services Grant.

AEM:dw
Attach.

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works Department.

c.c. Mr. E. M. Halliday
Mr. L. Love
Mr. D.A.R. Ogilvie
Mr. R.G.B. Edmunds
Mr. K. A. Cowan
Mr. I. Lorent, M. M. Dillon Limited
Mr. B. Noels, C.V.C.A.

9.c

SUMMARY AND CONCLUSIONS

The following report presents the 50 and 100-year storm flows for various development conditions in Cooksville Creek and the resulting water surface elevations leading to the identification of the flooding problem areas for these particular storms.

The report also investigates various alternative flood control measures for both the 50 and 100-year storm flows for anticipated ultimate development conditions and makes recommendations on flood control improvement works.

Each recommendation has been costed and a suggested order of priority for the works has been presented.

The main conclusions that can be drawn from this study are:

i) To alleviate the present flooding problems due to a 50-year storm and to prevent additional flooding problems occurring as development progresses, the recommended improvement works at the following locations should be undertaken now. The locations are listed in a suggested order of priority together with their associated estimated cost :

Identified Problem Area	Estimated Cost
Atwater Avenue and Reach immediately downstream.	$485,000
Reach immediately downstream of CPR.	$ 18,000
Paisley Boulevard and Reach immediately downstream.	$350,000

9.d

Identified Problem Area	Estimated Cost
Q.E.W.	$550,000
Reach between Atwater Avenue and Q.E.W.	$390,000
Highway No. 2	$280,000
Camilla Road	$150,000
Dundas Street	$840,000
Kirwin Avenue	$200,000
King Street	$330,000

At all the above locations, the 100-year flood protection works were recommended and the estimated costs reflect this.

ii) Following Phase II development, the recommended CPR improvement works should be carried out at an estimated cost of $410,000.

iii) Additional improvement works to alleviate the flooding problems due to a 100-year storm will be required at the following locations:

Identified Problem Area	Estimated Cost
CNR	$430,000
Reach between Lake Ontario and Highway No. 2	$ 18,000

City of Mississauga

MEMORANDUM

FILE REFERENCE: 16 111 78138
16 111 73141
11 141 00039

To Chairman and Members of the Public Works Committee

From William P. Taylor, P. Eng. Commissioner

August 23, 1979

10.

SUBJECT: Rosnor Developments Limited - proposed plan of subdivision.

ORIGIN: Engineering and Works Department.

COMMENTS: On the attached plan we have shown Rosnor Developments lands, and as you can see, they have only one outlet which will be through lands presently being serviced, but as yet not registered, by Cadillac Fairview.

We have had many discussions with Mr. Eric Hanson re Rosnor Developments with respect to a second access either to Hickory Drive or to Dixie Road, and we have concluded that the best solution is via Hickory Drive.

The developer has tried to acquire this right-of-way from the owner without success. He is, therefore, asking that we consider expropriation of this right-of-way since he has had draft approval, and since this extension would conform to the Secondary Plan for North North Dixie. Further, he has agreed to pay the cost of the acquisition and construction of Hickory Drive.

RECOMMENDATIONS:

1 - That negotiations be commenced with Mr. Robert Roberty to acquire Hickory Drive through his lands.

2 - That Rosnor Developments Limited not be permitted to service their lands until the lands immediately adjacent thereto have been registered and the services have been installed; and until a second outlet is available via Hickory Drive.

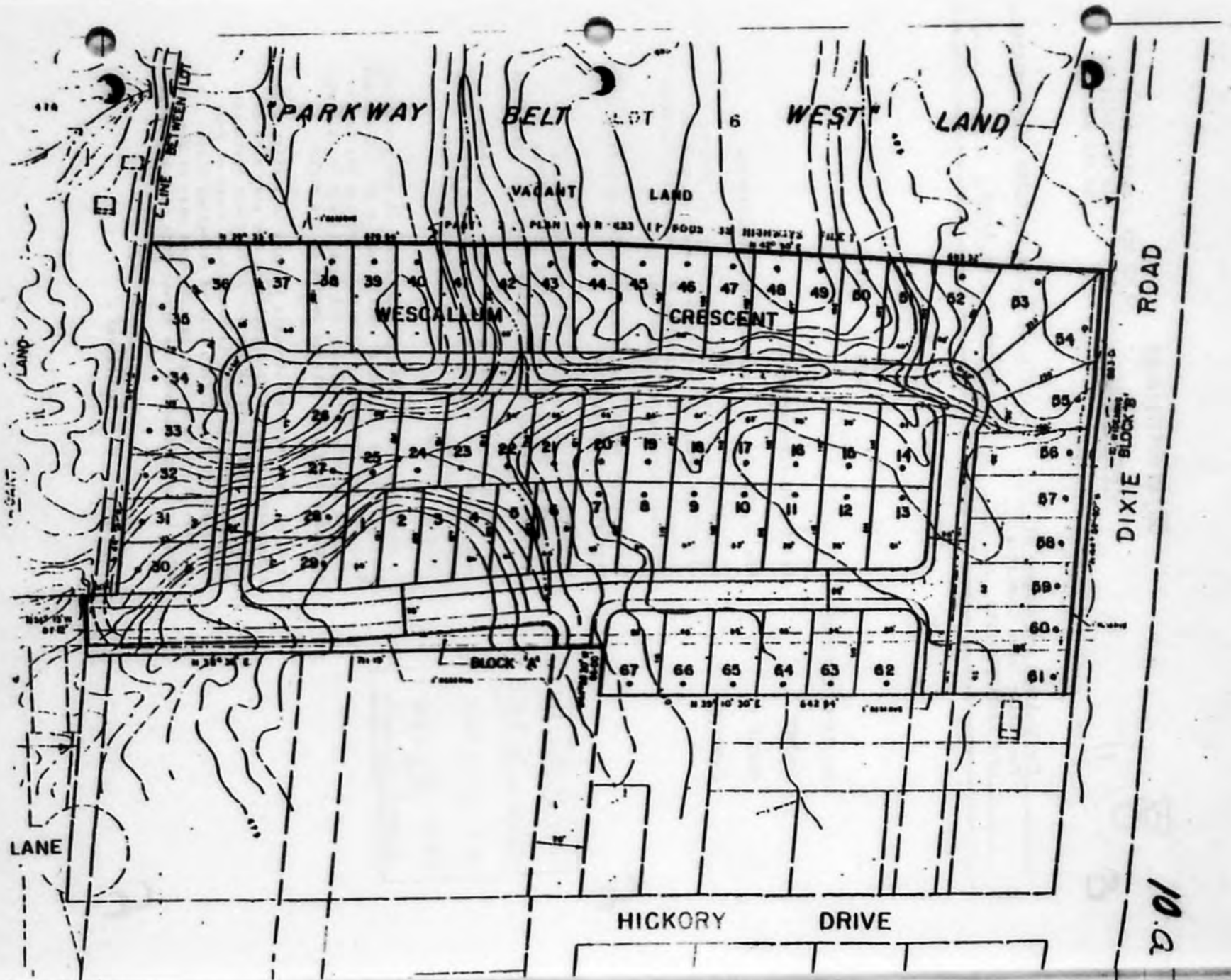
WPT.mh

c.c. E. M. Halliday,
All Commissioners
J. R. Beilby,
W. Vinter,
C. Hoffren.

Att. 1

RECEIVED
REGISTRY No. 9818
DATE AUG 27 1979
FILE No. 03-88-79
T-24597
CLERK'S DEPARTMENT

William P. Taylor, P. Eng.,
Commissioner.


PARKWAY
BELT
LOT
6
WEST
LAND
VACANT
LAND
WESCALLUM
CRESCENT
DIXIE
ROAD
BLOCK 'B'
BLOCK 'A'
HICKORY
DRIVE
LANE
LAND

10.a

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
11 161 00011
13 211 00008

The Chairman and Members of
The Public Works Committee
City of Mississauga

From William P. Taylor, P.Eng., Commissioner

Dept. Engineering and Works

July 24, 1979

LADIES & GENTLEMEN :

SUBJECT : Parking on Stavebank Road.

ORIGIN : Mrs. J. Hawley, 35 Stavebank Road, Mississauga.

COMMENTS : We have had a request from Mrs. Hawley to improve conditions relating to parking on the east side of Stavebank Road in the vicinity of the Senior Citizens Apartment between Park Street and the CNR.

The attached sketch indicates the existing parking regulations in this area.

Unfortunately on a number of occasions parking has occurred in the NO PARKING area in front of the building and access for an ambulance has been obstructed.

Mrs. Hawley also indicated some concern relating to pedestrians crossing the roadway. At the present time signs are in place in the area indicating "Senior Citizens Crossing".

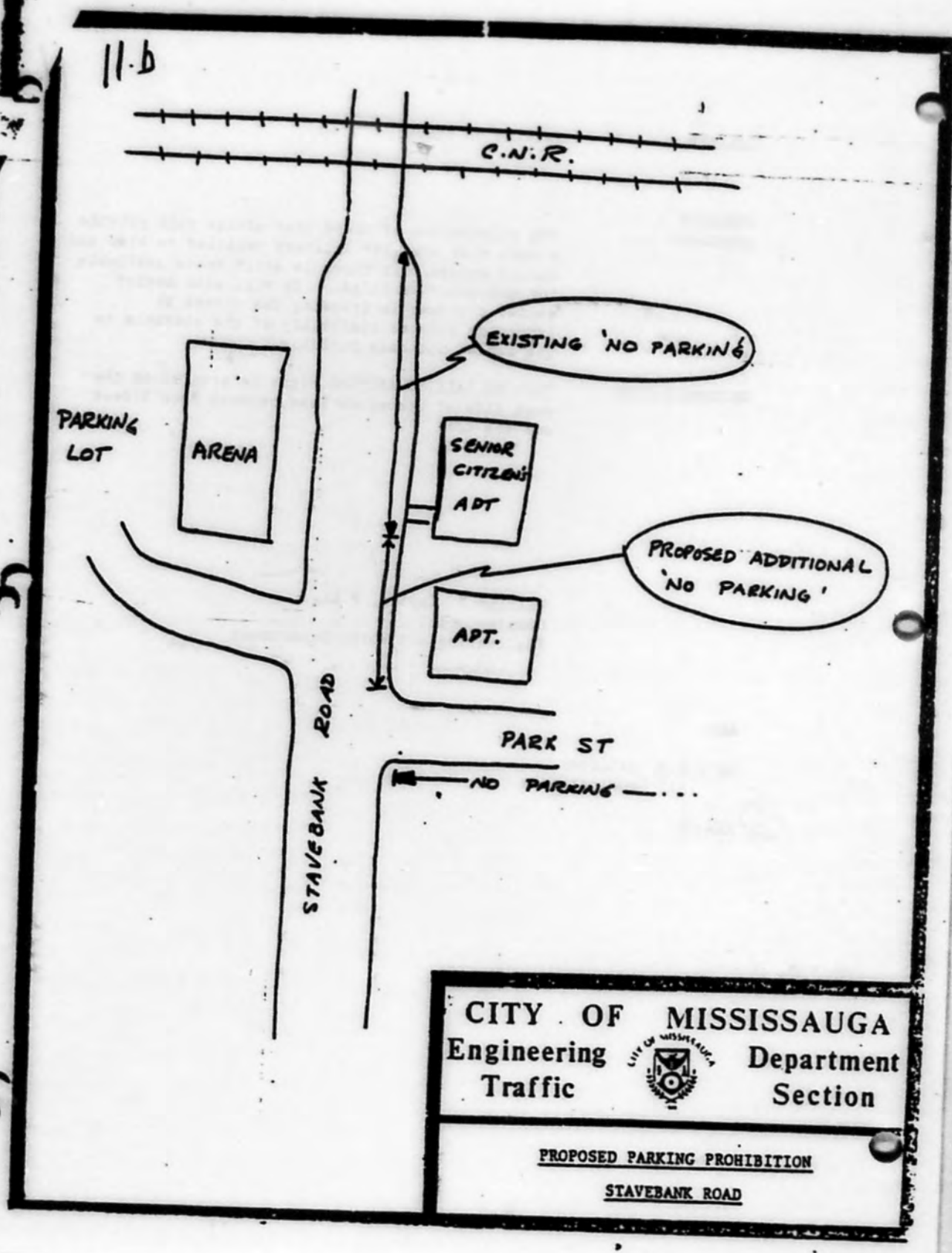
In an attempt to resolve the situation we are proposing that parking be prohibited on the east side of Stavebank Road for the remainder of the block between the Senior Citizens Apartment building and Park Street. This will eliminate only four parking spaces on the street.

From our observations adequate parking is available on other streets in the area including the west side of Stavebank Road opposite the Senior Citizens Apartment building, both sides of Stavebank Road south of Park Street and on Park Street east of Stavebank Road. In addition there is a large parking area west of the arena which is located across the street from this building.

continued ...

RECEIVED
REGISTRY No. 8778
DATE JUL 30 1979
FILE No. 86-79
CLERK'S DEPARTMENT

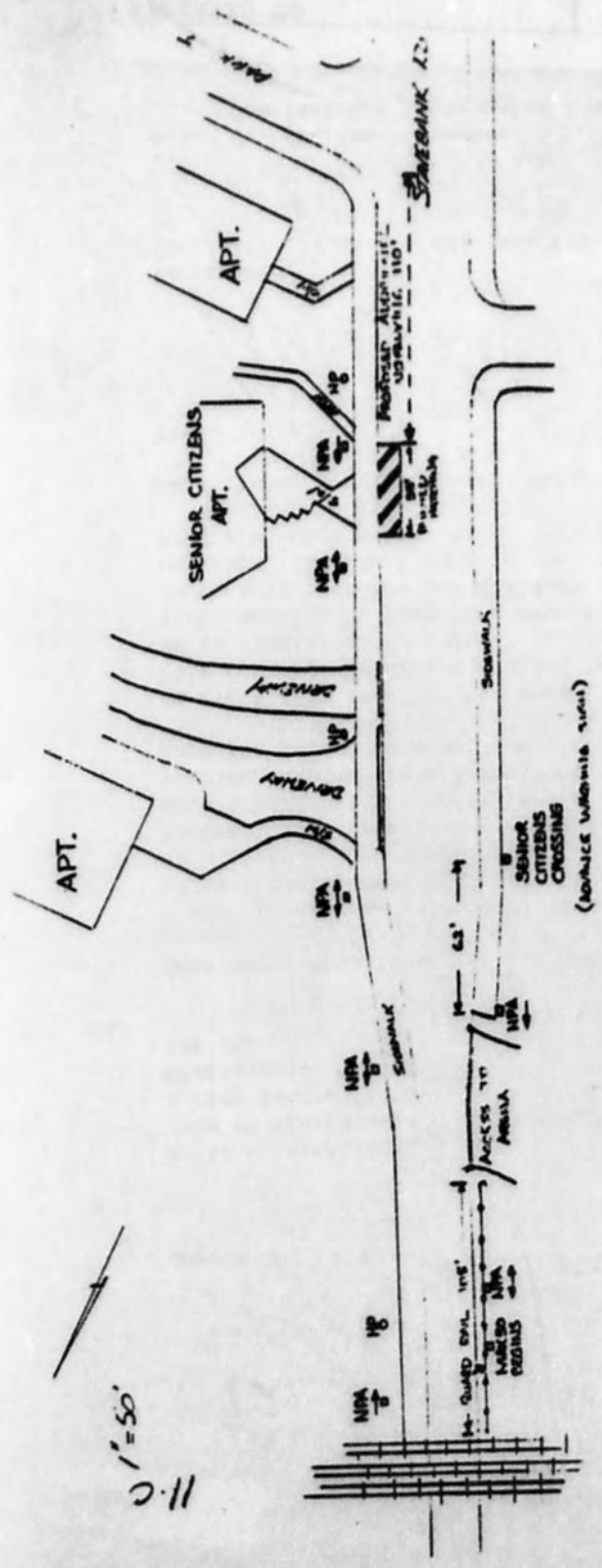
11.b



CITY OF MISSISSAUGA
Engineering Department
Traffic Section

PROPOSED PARKING PROHIBITION

STAVEBANK ROAD


APT.
SENIOR CITIZENS APT.
APT.
SIDEWALK
SIDEWALK
SIDEWALK
SIDEWALK
SENIOR CITIZENS CROSSING
ACCESS TO ARMORY
MARKED CROSSWALK
1" = 50'

12

1454 Adamson Street,
Mississauga, Ontario
L5C 1B5

RECEIVED
SEP 4 1979
MAYOR'S OFFICE

August 30, 1979

Mayor H. McCallion,
Town of Mississauga,
1 City Centre Drive,
Mississauga, Ontario
L5B 1M2

Dear Mayor McCallion:

I wish to express my appreciation for the consideration you have given our request for a traffic light at Dundas & Robinson Streets in Erindale.

However, the installation of an island concerns me. I think it may cause more trouble than benefit to the public as it will confuse many people used to turning onto Robinson Street and right to the Red & White Store or Bank. I hope the island does not tempt children to try and "beat" the traffic.

We might also consider the cost of an island now with flashing lights; would this cost not be better applied to the cost of proper traffic lights now so as to eliminate the cost of both over a longer period, if eventually a traffic light were to be installed anyway. I hope we have the vision and foresight to do what is best for our children today before it costs a life or serious injuries, (an ideal time to observe the confusion would be between 8:45 a.m. & 9:00 a.m. on a school day).

Many thanks for your consideration.

Yours truly,

Peter Ward,
(Resident & Parent - Erindale Village)

RECEIVED
REGISTRY No. 10008
DATE SEP 5 1979
FILE No. 86-79
CLERK'S DEPARTMENT

c.c. Mr. William P. Taylor.
Commissioner Engineering & Works Department.

REFERRED TO
PUBLIC WORKS COMM.

12.b

SUBJECT : Dundas Street and Robinson Street.

COMMENTS :
continued ...

However, the residents have identified the need for some assistance for pedestrians crossing Dundas Street. As a result of discussions at a recent public meeting concerning the proposed Squash Club development, we are suggesting the installation of a centre island on Dundas Street at Robinson Street complete with KEEP RIGHT signs and flashers. The island would be located on the existing centre left-turn lane and run easterly from Robinson Street. It would provide a median refuge area for pedestrians thereby dividing the crossing movement into two separate movements, each across a two lane, one-way roadway.

This island (as illustrated on the attached sketch) would prevent left-turns from westbound Dundas Street into Robinson Street. However, all other movements (that is right-turns in and out, and left-turns out) at Robinson Street would be maintained. This left-turn movement from westbound Dundas Street could be made at Proudfoot Street. It is proposed that signs be erected to so advise motorists.

The island would also prevent left-turns from eastbound Dundas Street directly into the bank driveway. These movements could be accommodated properly only if the previously proposed island was installed on the north boulevard in front of the food store and bank with re-orientation of angle parking to parallel parking. If this was done, left-turns to the bank could occur into the food store driveway and across the front of the food store and bank to the bank parking lot.

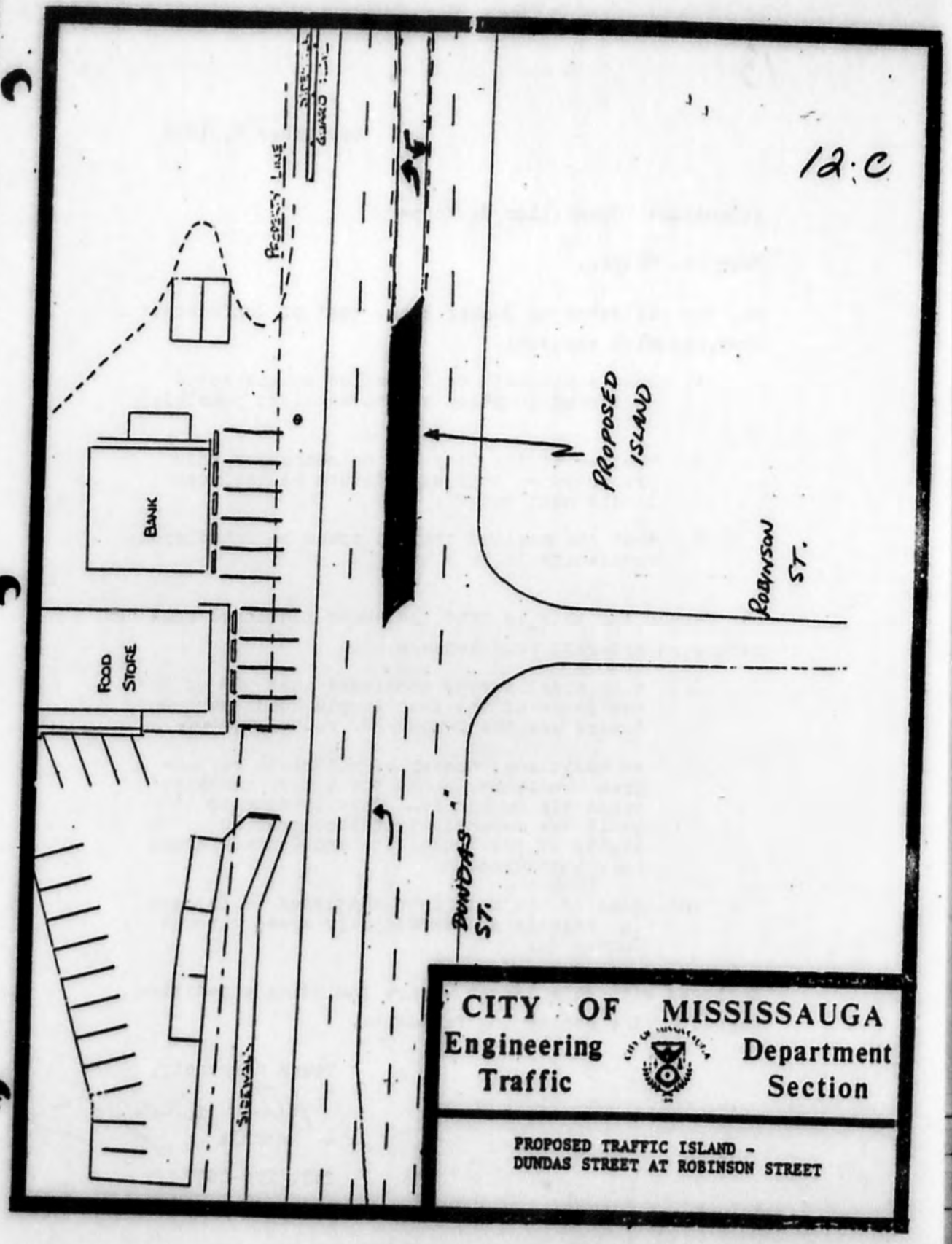
The following are recommended to be included in the 1980 budget, and Recommendations 2 and 3 can only be implemented after the funds have been allocated for Recommendation 1.

RECOMMENDATIONS:

1) In the interest of facilitating pedestrian crossings of Dundas Street at Robinson Street, it is recommended that a centre island be constructed on Dundas Street complete with "KEEP RIGHT" signs and flashers.
2) That the necessary signs be erected to advise motorists that westbound left-turns at Robinson Street are prohibited and that the movement can be made at Proudfoot Street.
3) That the necessary signs be erected to advise motorists that eastbound left-turns at the bank driveway are prohibited.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

Att.
RKW:jb
cc : E.M. Halliday
All Commissioners


12:C
PROPOSED ISLAND
ROBINSON ST.
DUNDAS ST.
BANK
FOOD STORE
PROPERTY LINE
SIDEWALK
CITY OF MISSISSAUGA
Engineering Department
Traffic Section
PROPOSED TRAFFIC ISLAND -
DUNDAS STREET AT ROBINSON STREET

13.

September 6, 1979

Attention: Councillor F. Hooper

Dear Mr. Hooper:

We, the residents of Dunbar Road, west of Confederation Pkwy, herewith request:

1. that a sidewalk be installed at the above mentioned location at the earliest possible date;

2. that — if the City has no means for this presently — this expenditure be included in the next budget;

3. that the maximum traffic speed be immediately reduced to 30 km / hr.

Our reason for this is that the above mentioned road has become an arterial road because:

(a) a personal survey concluded that 90% of the residents of the four Argyle Road apartment towers use the Dunbar Rd. route regularly.

(b) an additional number of motorists reroute from Dundas St. W. to the Q.E.W. and vice versa via Dunbar Rd. This is done to avoid the recently installed traffic lights at the Dundas St. and Confederation Pkwy intersection.

(c) some of the motorists mentioned in (a) and (b) noisily and excessively speed through Dunbar Rd.

Enclosed with this letter we are including a petition signed by the concerning residents.

Yours sincerely,

A. Mrkonja

Tel. 270-0037

14.

P E T I T I O N

RECEIVED

JUL 25 1979

TO, HAROLD KENNEDY, COUNCILLOR
1 CITY CENTRE DRIVE,
MISSISSAUGA, ONTARIO.

We, the residents of Caven Street and Third Street, do hereby petition the Council of the City of Mississauga to reconstruct Caven and Third Streets for the following reasons:

1. Because of low-lying areas, serious flooding occurs, particularly in the Spring with run-off, and in the Fall when heavy rains cannot drain away.

2. Nearly all headwalls are broken from frost heaving which also prevents normal drainage.

3. The reconstruction has been in the Capital Budget previously, recognizing the priority, but was removed during Budget considerations.

4. The high density apartment development using this street, makes for high cost maintenance.

5. The taxes generated by 5 to 10 years by the apartment and more than 40 years by the single family units have produced sufficient dollars to qualify this area for some improvement.

Name (please print)	Address	Phone #	Signature
MR + MRS SEMENYK	[illegible] CAVEN ST	[illegible]	[illegible]
[illegible]	[illegible] CAVEN ST	[illegible]	[illegible]
N. [illegible]	[illegible]	[illegible]	[illegible]
J. P. LEN[illegible]	622 3RD ST	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	645 THIRD ST	[illegible]	[illegible]
[illegible]	641 THIRD ST	270 3145	[illegible]
[illegible]	639 THIRD ST	278[illegible]	[illegible]
Mrs Smith	637 THIRD ST	278[illegible]	Mrs Smith
PETER [illegible]	1107 CAVEN ST	276-5[illegible]	[illegible]
[illegible]	[illegible] CAVEN	[illegible]	[illegible]
MUNSHEW	1136 CAVEN	[illegible]	[illegible]

Date: July 23/79

Submitted by Petitioners' Representative:

(name) Mr. & Mrs. M. Semenyk 1091 Caven St. Mississauga L5E 4J5

(address)

(phone #) [illegible]

Page No. 1 to the Petition dated July 23/79 submitted to the Council of The Corporation of the City of Mississauga regarding 14·a

Reconstruction of Caven St. + Third St

Name (please print)	Address	Phone #	Signature
GIANNOUTSOS S.	1047 CAVEN ST	274-[illegible]	[illegible]
[illegible] GANE	1041 CAVEN ST	278-[illegible]	F. Gane
[illegible] VEY	1035 CAVAN ST	278-5001	[illegible]
Harry [illegible]	1031 CAVEN ST	274-[illegible]	
[illegible] Williams	1027 Caven ST.	274-[illegible]	
[illegible]	1023 Caven St	278-9150	[illegible]
Mr. & Mrs. C. [illegible]	1055 CAVEN ST.	278-9163	[illegible]

[redacted] No. 1 to the Petition dated [illegible] submitted to the Council of The Corporation of the City of Mississauga regarding [illegible]

14.b

Name (please print)	Address	Phone #	Signature
[illegible]	1110 Caven St	272-0649	[illegible]
[illegible]	1110 CAVEN ST	278-2646	
[illegible]	1110 Caven St.	[illegible]	[illegible]
[illegible]	1110 CAVEN ST	[illegible]	[illegible]
[illegible]	1110 CAVEN ST	[illegible]	[illegible]
[redacted]			
[illegible]	1110 Caven St	[illegible]	[illegible]
[illegible]	1110 Caven St	[illegible]	[illegible]
[illegible]	1110 Caven St	[illegible]	
MRS MURRAY	1110 CAVEN ST 904	[illegible]	[illegible]
MR GILROY	1110 CAVEN ST [illegible]	274-9927	[illegible]

[redacted] No. 4 to the Petition dated [illegible] submitted to the Council of The Corporation of the City of Mississauga regarding [illegible] Road and Third Street.

14-C

Name (please print)	Address	Phone #	Signature
[illegible]	1114 Caven St	[illegible]	[illegible]
JANICE LENICK	1110 CAVEN ST.	278-8050	J. Lenick
Nicoletta Aiuti	1110 Caven St	274-6662	[illegible]
Denia Henry	1110 Caven St.	274-4059	D Henry
Sylvia King	1110 Caven St	274 4059	S. King
[illegible]	1110 Caven St	[illegible]	[illegible]
Colleen [illegible]	1110 Caven St	274-4059	[illegible]
[illegible]	1110 Caven St	276-[illegible]	[illegible]
[illegible]	1110 Caven St	[illegible]	[illegible]
Richard Lee	1110 Caven St.	[illegible]	Richard Lee
[illegible]	1110 Caven St	274-[illegible]	
[illegible]	1110 Caven St	[illegible]	
[illegible]	1110 Caven St	[illegible]	
[illegible]	1110 CAVEN	274-[illegible]	
[illegible]	1110 -"-	274-8657	
[illegible]	1110 Caven	276-[illegible]	[illegible]
[illegible]	1110 CAVEN	[illegible]	[illegible]
[illegible]	G 1 3	274-5551	
[illegible]	1110 CAVEN	[illegible]	[illegible]
[illegible]	1110 Caven St		[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	1110 [illegible]	[illegible]	[illegible]
[illegible]	1110 [illegible]	[illegible]	[illegible]
[illegible]	[illegible]	-	[illegible]
[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	
[illegible]	1110 [illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]

No. 5 to the Petition dated [illegible] submitted to the Council of The Corporation of the City of Mississauga regarding [illegible]

14.d

Name (please print)	Address	Phone #	Signature
[illegible]	[illegible]	278-9[illegible]	[illegible]
[illegible]	1060 Carren St	274-[illegible]	[illegible]
JIMMY STRAWBRIDGE	1060 CARREN ST	274-918[illegible]	[illegible]
[illegible]	1060 Carren St	274-229	[illegible]
[illegible]	1060 Carren St	[illegible]	[illegible]
IRENE [illegible]TAR	1060 Carren St	[illegible]	[illegible]
Garnett McDaniel	1060 Carren St	[illegible]	[illegible]
Jean Miles	1060 Carren	274-[illegible]	[illegible]
[illegible]	[illegible]		
[illegible]	[illegible]		
[illegible]	1010 [illegible] Rd.		
DAVE MEZZETTI	[illegible] Carren St		[illegible]
Francis Kagan	1060 Carren St	274-[illegible]	[illegible]
HEATHER ALLAN	1060 CARREN		[illegible]
Mrs [illegible]	1060 Carren	[illegible]	[illegible]

PUBLIC WORKS
DATE: SEPTEMBER 19, 1979

SUMMARY OF UNFINISHED BUSINESS

REQUEST NO..	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
306-77	Eng & Works	A general purpose Emergency Control Plan and By-law	G.C. Nov. 9/77, Item 1461 (a),(c)	Oct. 7/79	13
43-78	Eng. & Works and	Flood Plain Management Alternatives in Ontario	G.C. Item 223, Feb.15/78	Jan. 10/80	7
108-78	Eng. & Works and Rec. & Parks & Clerk's	Region of Peel Erosion Inventory and Priority Study	Council, Apr.24/78	Sept.30/79	8
114-78	Eng. & Works	Spill Control Contingency Plan for Oil and Other Hazardous Materials	Letter dated May 3/78 from Region	Nov. 10/79	8
256-78	Eng. & Works	Mullett Creek Development Fences	G.C. Oct. 4/78, Item 1422	Sept.30/79	7
278-78	Eng. & Works	Drainage Problem-481 Appledore Cres. Mr. Lisle Griffiths	Council Oct. 30/78, Res.#570	Sept.24/79	5
279-78	Manager's	Policy-Funds for deferred sidewalk construction	Council Oct/30/78, Res. #607	Oct. 25/79	3
29-79	Eng. & Works	Removal of snow from cul-de-sacs and courts	Mayor McCallion's memo dated Jan.24/79	Oct. 15/79	3
34-79	Eng. & Works	Snow Removal - Regional Roads	Memo dated Jan.25/79 from Councillor McKechnie	Oct. 15/79	3
62-79	Eng. & Works	Items deleted because of reduction in watercourse & channel improvements Budget	Budget Discussions of Feb.15/79	Oct. 30/79	3
64-79	Eng. & Works	Productivity of labour related functions when carried out by City forces.	Budget Discussions of Feb.14/79	Sept.15/79	2
65-79	Eng. & Works	Security problems at Works Yards	Budget Discussions of Feb.13/79	Sept.15/79	2
73-79	Eng. & Works	Review of Street Light Maintenance Programme	Council, Feb.26/79, Res.#160	Sept.15/79	2

5

PUBLIC WORKS
DATE: SEPTEMBER 19, 1979

SUMMARY OF UNFINISHED BUSINESS

15A

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
75-79	Eng. & Works	Subject of recycling	Council, Feb.26/79, Res.#160	Sept.15/79	2
76-79	Eng. & Works	Reiew of yard bins once sanitary landfill site on Britannia Rd. is in operation	Council, Feb.26/79, Res.#160	March 15/80	2
78-79	Eng. & Works	Review of policy regarding snow removal for elderly residents	Council, Feb.26/79, Res.#160	Sept.15/79	2
82-79	Eng. & Works	Roadside mowing & roadside weed control	Council, Feb.26/79, Res.#162	Sept.30/79	3
161-79	Eng. & Works	Credit Woodlands Pilot Project	Traffic Safety Council of March 28/79	Oct. 15/79	0
166-79	Eng. & Works	Sidewalk Snow Clearance	Letter from C.J. Mackie dated April 12/79	Oct. 15/79	1
190-79	Eng. & Works	Study of Long Term Needs etc.	Council April 23/79-Res.#284	Nov. 10/79	1
193-79	Eng. & Works	All sidewalks that will be plowed by City forces	Public Works Committee April 20/79	Oct. 15/79	1
255-79	Eng. & Works	Traffic conditions on Thornlodge Drive	Letter & petition from residents dated May 30/79	Nov. 30/79	2
263-79	Eng. & Works	Garbage Collection	Letter dated May 31/79 from Mr. Wm.C. Mansell	Sept.30/79	1
284-79	Eng. & Works	Noise Abatement Problems on Arterial Roads for existing developments	Public Works Committee of June 15/79	Oct. 4/79	1
311-79	Eng. & Works	Dunbourne Holdings, Heldar Holdings, Whitehall Developments & Syloo Const. proposals of a cost sharing program so that the owners of lands north of Meadows Blvd. will not have to pay for the full cost.	Public Works Committee August 2/79	Oct. 4/79	0

PUBLIC WORKS
DATE: SEPTEMBER 19, 1979

SUMMARY OF UNFINISHED BUSINESS

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
312-79	Eng. & Works	Complaints re. access to Floradale Public School by school children approaching from the west and the condition of the vacant lands adjacent to the school	Public Works Committee Aug. 2/79	Oct. 20/79	0
313-79	Eng. & Works	Alternative Noise Abatement structures re. Lots 410, 411 and 421, Plan M-120 (Cadillac Fairview Corp.)	Public Works Committee August 2/79	Oct. 20/79	0
314-79	Eng. & Works	Review of all traffic control measures in the Z-14 area, bounded by the Q.E.W., Hurontario St., Dundas St. and Cawthra Rd.	Public Works Committee Aug. 2/79	Oct. 24/79	0
340-79	Eng. & Works	Procedure to require residents to cut grass on boulevards in 1980	G.C. August 15/79-Item #1400	----------	------
341-79	Eng. & Works	Snow and ice removal from City sidewalks	G.C. August 15/79-Item #1401	----------	------
346-79	Planning	Noise Abatement Features on Queen Elizabeth Way in City of Mississauga	Public Works Committee of Aug.17/79	Sept. 26/79	0
349-79	Eng. & Works and Rec. & Parks	Weed Spraying Programme	Letter dated Aug.15/79 from Mr.T. Shaw	----------	------

156

PUBLIC WORKS
SEPTEMBER 19, 1979

OTHER MATTERS

SUBJECT	SOURCE	COMMENTS
Rutledge Road Land Acquisition	Feb. 24/78, memo from H. McCallion to W.P. Taylor	Not a public road, funds have not been included in the 5 year Capital Budget
Financial arrangements for Shady Lawn Court Erosion Control Project.	General Committee July 21, 1978	Residents have entered into agreement with C.V.C.A. on property to carry out works Legal Dept. has prepared an agr. for their share of the cost Legal proceeding to have individuals sign agr.
Report on proposed developments where the two $2300. per acre levies to be received are less than the cost of works related to roads and storm drainage set out in the Consolidated Report	G.C. July 6, 1977, Rec. #933	C.V.C.A has money in 1979 budget to carry out works, failing this monies will be available in 1980 Budget.
Investigate using funds deposited in lieu of sidewalk construction for repair of sidewalks		Report expected from Commissioner of Finance for Capital Budget Discussions
Mimico Creek Storm Sewer (Carlingview Drive) Transport Canada was requested to pay City's usual storm sewer levy. Awaiting comments from D.O.T.	General Committee, Dec.6/78 Rec. #1587	
Request from Canadian Transport Comm. to give consideration to requiring the CPR to contribute a sum equal to 5% of the total cost of the project eligible for subsidy.	Public Works Committee, March 1/79	Awaiting reply from the C.T.C.
Open Cut Permits	Public Works Committee April 20/79	To be reviewed in 2 years
Field Testing by MacLean-Hunter prototype connector housing	Public Works Committee April 20/79	Report is to be submitted prior to March 1980
1979 Maintenance Expenditures	Public Works Committee Sept. 6/79	Report is being prepared by Eng. Dept.

City of Mississauga

MEMORANDUM

To: Mr. J. Murray
Dept.: Clerk's

From: Joan J. LeFeuvre
Dept.: Clerk's

October 10th, 1979

RE: File 139-79 - Public Works Committee
(September 21, 1979, Report No. 10-79)

Council, at its meeting held on October 9th, 1979, adopted the report of the Public Works Committee meeting held on September 21, 1979, subject to the following amendments:

No. 156 amended to read as follows:

"That the possibility of an alternative access from MacDonald Restaurant to the South Service Road be pursued at the time that the site plan is processed for the proposed office building immediately north of MacDonalds Restaurant."

No. 159 - the following was added as part (e)

"That the Commissioner of Engineering and Works prepare a report for consideration by General Committee, pertaining to the installation of berms in conjunction with the construction of the sidewalk."

Joan

JJL/lw

FORM 145

CITY OF MISSISSAUGA

M I N U T E S

MEETING #10

NAME OF COMMITTEE:	PUBLIC WORKS COMMITTEE
DATE OF MEETING:	Friday, September 21, 1979
PLACE OF MEETING:	Committee Room 'A' at 2:00 p.m.
MEMBERS PRESENT:	Councillor K. Dear, Chairman Mr. P. Carlson, Vice-Chairman Councillor F. Hooper Councillor R. Starr Councillor S. Mahoney Mr. R. B. Martin Mr. F. J. Dale Mr. A. Nemetz
MEMBERS ABSENT:	Councillor L. Taylor Mr. B. Belford
OTHERS PRESENT:	Councillor H. Kennedy (items 4 & 9) Councillor M. Marland Councillor R. Skjarum (item 10 - left at 2:45 p.m.)
DEPUTATION:	Mr. R. Webb, Solicitor for Rosnor Developments Limited - re Item 10
STAFF PRESENT:	Mr. A. McDonald, Director of Maintenance, Engineering Mr. W. P. Taylor, Commissioner of Engineering and Works Mr. J. Murray, Committee Co-ordinator

MATTERS CONSIDERED:

1. Report dated August 30, 1979 from the Commissioner of Engineering and Works regarding a request from Mrs. Rosseto of 4204 Rayfield Court for a 40 km/h school zone on Meadows Boulevard in front of Ecole Rene-Lamoureux School. In his report, Mr. Taylor recommended:

   a) That a school zone with a maximum speed limit of 40 km/h per hour be established on Meadows Boulevard in front of Ecole Rene-Lamoureux School, and that Traffic By-law #444-79, as amended, be so amended.

   b) That the question of a school crossing guard at this location be referred to the Traffic Safety Council for its consideration.

   The Committee endorsed Mr. Taylor's recommendation in this regard.

   File: 86-79 Recommendation #153a (P. Carlson)
   Recommendation #153b (P. Carlson)

2. Report dated August 29, 1979 from the Commissioner of Engineering and Works regarding a request from residents on Kirwin Avenue for a "No Heavy Trucks" prohibition on Kirwin Avenue. In his report, Mr. Taylor advised that Kirwin Avenue is part of the ring road system designed to alleviate traffic conditions at the intersection of Dundas Street and Hurontario Street. Mr. Taylor further advised that heavy trucks are already prohibited on Kirwin Avenue from 7:00 p.m. to 7:00 a.m. and therefore recommended:

   "That the Peel Regional Police be requested to enforce existing truck prohibitions on Kirwin Avenue between 7:00 p.m. and 7:00 a.m. as often as is reasonably possible."

   The Committee endorsed Mr. Taylor's recommendation in this regard.

   Files: 86-79 Recommendation #154 (P. Carlson)
   7-79

3. Report dated August 31, 1979 from the Commissioner of Engineering and Works regarding the control of traffic in the vicinity of Indian Road and Tecumseh Park Drive. In his report, Mr. Taylor advised that the accident statistics and traffic counts for this intersection have been reviewed and neither warrant an all-way stop. However, Mr. Taylor recommended that pavement markings on Indian Road be altered to provide for a left turn lane. In his report, Mr. Taylor recommended:

   a) That an all-way stop not be placed at the intersection of Indian Road and Tecumseh Park Drive as warrants are not met.

   b) That left turn storage lanes be painted on Indian Road east and west of Tecumseh Park Drive.

   c) That 50 km/h speed limit signs be erected at appropriate intervals on Indian Road between Mississauga Road and South Sheridan Way.

   The Committee endorsed Mr. Taylor's recommendation in this regard.

   Files: 49-79 Recommendation #155a(Councillor S. Mahoney)
   86-79 Recommendation #155b(Councillor S. Mahoney)
   Recommendation #155c(Councillor S. Mahoney)

4. Report dated August 28, 1979 from the Commissioner of Engineering and Works regarding a recommendation of the Public Works Committee, which was adopted by Council on June 25, 1979 that the Engineering Department meet with representatives of MacDonald Restaurants Limited to discuss traffic problems on Hurontario Street, south of the Queen Elizabeth Way. In his report, Mr. Taylor advised that MacDonald Restaurants Limited are not interested in negotiating with the City of Mississauga and, therefore, Mr. Taylor recommended:

   a) That a meeting with representatives of MacDonald Restaurants Limited not be held at this time to consider matters on Hurontario Street, south of the Queen Elizabeth Way.

   b) That funds in the amount of $16,000.00 be considered in the 1980 Capital Budget for the construction of a left turn lane on Hurontario Street at the access to MacDonalds Restaurant.

   c) That the possibility of an alternative access from MacDonalds Restaurant to the South Service Road, be pursued at the time that the site plan is processed for the proposed office building immediately north of MacDonalds Restaurant.

   Councillor Kennedy, who was present at the meeting for the discussion of this item,advised that in his opinion, Part (b) of the above recommendation should not be adopted as it would simply encourage motorists to use the restaurant facilities. He further suggested that a sign warning motorists to be prepared to stop be located on the back side of the illuminated median signs advising motorists to KEEP RIGHT. The Committee endorsed Mr. Taylor's recommendation as amended to reflect Councillor Kennedy's request regard Part (b) of the recommendation.

   File: OZ-50-76 Recommendation #156a (Councillor S. Mahoney)
   Recommendation #156b (Councillor H. Kennedy)

5. Report dated September 5, 1979 from the Commissioner of Engineering and Works regarding a requirement in the Engineering Agreement providing for easements for catchbasins and appurtenances installed on Block J. Registered Plan M-209 (Talka Subdivision). In his report, Mr. Taylor advised that the buildings which have been sited in accordance with the approved Site Plan, are located directly over the aforementioned easements required under Schedule "B" of the Engineering Agreement. Mr. Taylor advised that as these easements serve no purpose to the Municipality, he recommended that the requirement in Schedule "B" of the Engineering Agreement dated July 27, 1979

ITEM 5 CONTINUED .....

between the Developer, Phi International Limited, Registered Plan M-209, the Region of Peel and the City of Mississauga, which requires the Developer to provide two 10-foot wide sewer easements on Block J, Registered Plan M-209, be deleted.

Mr. Taylor advised the Committee that the main advantage to the Municipality in deleting the requirement for the easements is that the Municipality would no longer be responsible for the maintenance of the swales, catchbasins and other appurtenances.

The Committee endorsed Mr. Taylor's recommendation in this regard.

File: M-209 Recommendation #157 (Councillor R. Starr)

6. Report dated September 7, 1979 from the Commissioner of Engineering and Works regarding the assumption of municipal services for Wimpey Subdivision, Registered Plan M-54, located south of Dundas Street West and east of Mavis Road. In his report, Mr. Taylor advised that the Engineering and Works Department is satisfied that the Developer, Wimpey Homes Limited, has complied with all requirements of the Engineering Agreement and, therefore, recommended:

a) That the Municipal Works as provided for and maintained under the terms of the Engineering Agreement, between Wimpey Homes Limited and the City of Mississauga for Registered Plan M-54, be assumed by the City of Mississauga.

b) That all securities be released by the Municipality to the Developer, Wimpey Homes Limited.

c) That a by-law be executed establishing the road allowances within Registered Plan M-54, located south of Dundas Street West and east of Mavis Road as part of the public highway system in the City of Mississauga.

Councillor Hooper expressed concern with the recommendations on this item as he has been advised by the appropriate Ratepayers Association in this area concerning surface drainage problems and poor driveway installation. Therefore, on a recommendation by Councillor Starr, consideration of this report was deferred until the next meeting of the Public Works Committee in order that the Ratepayers Association may provide a list of their concerns to the Engineering Department for review.

File: M-54

7. Report dated September 11, 1979 from the Commissioner of Engineering and Works regarding the lack of street lighting on Littlejohn Lane, north of Dundas Street. In his report, Mr. Taylor advised that the Plaza Merchanges Association of the plaza east of Littlejohn Lane have requested that the City of Mississauga install street lighting on Littlejohn Lane as no street lighting currently exists. Mr. Taylor recommended:

   "That Hydro Mississauga be instructed to install a street light at Littlejohn Lane on the first Hydro pole north of Dundas Street, and that the estimated cost of this installation be charged to City Account #08680-84 (Capital Streetlighting from current accounts)."

   The Committee endorsed Mr. Taylor's recommendation in this regard.

   File: 27-79 Recommendation #158 (Councillor Starr)

8. Report dated September 7, 1979 from the Commissioner of Engineering and Works regarding the construction of a sidewalk on Winston Churchill Boulevard from the Queen Elizabeth Way to Dundas Street. This sidewalk is being constructed by the City of Mississauga in conjunction with the Region of Halton's reconstruction of Winston Churchill Boulevard. It is anticipated that the cost of the sidewalk will be approximately $30,000.00 gross. In his report, Mr. Taylor recommended:

   a) That the construction of a concrete sidewalk on the east side of Winston Churchill Boulevard from the Queen Elizabeth Way to Dundas Street, be approved in principle.

   b) That authorization be granted to the Region of Halton to include the construction of the concrete sidewalk in their Winston Churchill Boulevard Road construction programme.

   c) That the funds to accommodate the construction, estimated at $30,000.00 ± be included in the 1980 Sidewalk Construction Programme.

   d) That the Clerk of the Region of Halton be informed of this recommendation.

   Councillor Hooper expressed concern regarding the location of this sidewalk. Other members of the Committee questioned the need for such a sidewalk on arterial roads, but Councillor Hooper indicated that a large number of pedestrians walk along

ITEM 8 CONTINUED ....

Winston Churchill Boulevard at this location. Mr. Taylor advised that the drawings for the reconstruction of Winston Churchill Boulevard have been finalized for some time and that Councillor Hooper is welcome to review them in the Engineering Department at his convenience.

The Committee endorsed Mr. Taylor's recommendations in this regard.

File: 52-79 Recommendation #159a(Councillor Hooper)
Recommendation #159b(Councillor Hooper)
Recommendation #159c(Councillor Hooper)
Recommendation #159d(Councillor Hooper)

9. Report dated August 27, 1979 from the Commissioner of Engineering and Works regarding the Cooksville Creek Watershed Study. This report was considered by the Public Works Committee at its meeting on September 6, 1979 and deferred until this meeting in order that the Committee would have an opportunity to review Mr. Taylor's report. In his report, Mr. Taylor recommended:

a) That stream improvements be carried out on the Cooksville Creek from Mississauga Valley Boulevard to Lake Ontario to provide a minimum one hundred year flood protection to existing development at an estimated cost of $4,500,000.00 in 1979 dollars excluding land acquisition.

b) That the Credit Valley Conservation Authority and Ministry of Natural Resources be requested to endorse the provision of a minimum one hundred year flood protection to existing development on the Cooksville Creek as contained in the Cooksville Creek Watershed Study report dated August 7, 1979.

c) That the $250,000.00 contained in the 1979 Capital Budget for improvements to the Cooksville Creek be allocated to the twinning of the Atwater Avenue culvert in 1979.

d) That the firm of M. M. Dillon Limited be retained to design and prepare the tender documents for the twinning of the Atwater culvert and related works in accordance with the current Association of Professional Engineers of Ontario rates.

e) That the Credit Valley Conservation Authority and the Ministry of Natural Resources be requested to indicate the extent of their participation in the Cooksville Creek stream improvement works estimated at $4,500,000.00 as contained in the Cooksville Creek Watershed Study report and advise the City of Mississauga of what work they are prepared to include in the Five-Year Capital Budget.

ITEM 9 CONTINUED ....

f) That application be made by the City Engineer to the Ministry of the Environment for a grant for stream improvement works on the Cooksville Creek in the estimated amount of $4,500,000.00 in order to determine what financial assistance, if any, would be available from the Ministry of the Environment - Community Services Grant.

Councillor Kennedy, who was present for the discussion of this item, expressed concern that the works proposed for the Cooksville Creek at the Atwater culvert was the first priority as this improvement would create flooding difficulties downstream. Mr. Taylor advised that the Cooksville Creek upstream of the Atwater culvert presents the most serious flooding problem (19 houses flooded in a 50-year storm). Mr. Taylor offered to review these concerns and any other concerns Councillor Kennedy may have prior to this matter being considered by General Committee. Therefore, as no further concerns were expressed by the Committee, Mr. Taylor's recommendations in this regard were endorsed.

File: 106-79 Recommendation #160a (P. Carlson)
Recommendation #160b (P. Carlson)
Recommendation #160c (P. Carlson)
Recommendation #160d (P. Carlson)
Recommendation #160e (P. Carlson)
Recommendation #160f (P. Carlson)

10. Report dated August 23, 1979 from the Commissioner of Engineering and Works regarding a proposed plan of subdivision submitted by Rosnor Developments, T-24597 and OZ-88-73, for lands located immediately west of Dixie Road and immediately south of the Parkway Belt West. In his report, Mr. Taylor advised that access to the Developer's lands will be through lands presently being serviced and owned by Cadillac-Fairview Corporation. Mr. Taylor further advised that a second access to Hickory Drive was required but that the Developer had tried, without success, to purchase the right-of-way from the present owner. As the Developer had agreed to pay for the cost of the land acquisition and the construction of Hickory Drive, Mr. Taylor recommended:

a) That the Property Agent be authorized to commence negotiations to acquire the necessary lands with Mr. Robert Roberty, owner of the lands through which the Hickory Drive extension must pass.

b) That Rosnor Developments Limited, T-24597 and OZ-88-73, not be permitted to service their lands until the lands immediately adjacent thereto have been registered and the services have been installed and until a second outlet is available via Hickory Drive.

ITEM 10 CONTINUED ....

The Committee, at its meeting on September 6, 1979, agreed to the request of Mr. R. Webb, Solicitor for Rosnor Developments, that this matter be deferred until the meeting of the Committee scheduled for September 21, 1979.

Mr. Webb addressed the Committee and advised that this development comprises 67 lots with primary access through Willow Bank Trail and the Cadillac-Fairview Development to the west. Mr. Webb further advised that the development was draft approved on November 9, 1978 but with no reference to further accesses. The Consolidated Report required that prior to registration, an emergency and construction access be constructed to Dixie Road until such time as a secondary access is available.

Mr. Webb advised that his client, Rosnor Developments Limited, has made commitments based on the Consolidated Report and is willing to provide one or two lots for the temporary access. He stated that insofar as he is aware, there is no policy requiring two accesses and similar developments have been required to provide only one access. Furthermore, he stated that there was no need for a second permanent outlet if a temporary outlet, as provided for in the Condolidated Report, is provided. He, therefore, requested that the registration of this development be permitted once the Cadillac-Fairview development to the west is registered, subject to the conditions of the Consolidated Report.

Mr. Taylor advised that the temporary access to Dixie Road will cause traffic problems and advised that the main stumbling block was that the owners of the lands required to provide a second permanent access onto Hickory Drive, are not willing to sell their lands at a reasonable price.

Several members of the Committee expressed concern about delaying registration of this development but recognized that it is preferable to avoid traffic problems on Dixie Road and to provide a permanent access rather than a temporary outlet onto Dixie Road. Mr. Taylor advised that there is no immediate rush for this development as the Cadillac-Fairview lands will not be registered for some time. The Committee endorsed Mr. Taylor's recommendation but deleted the requirement for a second outlet on Hickory Drive at this time and requested that the Property Agent report back to the Committee in 90 days regarding the progress of his negotiations with Mr. Robert Roberty.

Files: T-24597 Recommendation #161a (Councillor Mahoney)
OZ-88-73 Recommendation #161b (Councillor Mahoney)

11. Report dated July 24, 1979 from the Commissioner of Engineering and Works regarding the request from a resident on Stavebank Road to improve parking conditions on the east side of Stavebank Road in the vicinity of the Senior Citizens apartment between Park Street and the C.N.R. Mr. Taylor acknowledged that there is a parking problem in this area and recommended that "No Parking Anytime" signs be erected on the east side of Stavebank Road between Park Street and the C.N.R. level crossing. This report was originally considered by the Public Works Committee at its meeting on August 17, 1979 and deferred to this meeting of the Committee at the request of Mr. Nemetz and Councillor Taylor.

Because of certain questions raised at the last meeting of the Committee regarding the exact location of the "No Parking Anytime" areas, the Engineering Department provided a scale drawing of Stavebank Road in the vicinity of the Senior Citizens apartment building to clearly indicate the location of the parking problem.

Mr. Nemetz reiterated his concern that the problem was one of enforcement and not a lack of no parking areas and, further, questioned the policy of the City of Mississauga with regard to dealing with telephone requests of this nature. Mr. Carlson indicated that the older multi-family developments in the area have inadequate visitors parking facilities and, therefore, parking on the street is necessary. Councillor Mahoney pointed out further that the problem of by-law enforcement is a serious one in light of the shortage of staff. Councillor Kennedy indicated that he would approach residents of the Senior Citizens apartments to determine if any resident would be interested in becoming a Parking Control Officer to assist the Municipality in enforcing parking regulations in this area.

After considerable debate, the Committee endorsed Mr. Taylor's recommendation in this regard.

NOTE: Mr. Nemetz requested that it be noted in the Minutes that he voted in the negative on this item.

File: 86-79 Recommendation #162 (Councillor H. Kennedy)

12. Letter dated August 30, 1979 from Mr. Peter Ward, a resident at 1454 Adamson Street in Erindale Village, regarding a proposal to install an island on Dundas Street at the intersection of Robinson Street and Dundas Street. This letter was referred to the Public Works Committee by City Council at its meeting on September 10, 1979. The Public Works Committee, at its

ITEM 12 CONTINUED ....

meeting on August 2, 1979 considered a report dated July 19, 1979, from the Commissioner of Engineering and Works, a copy of which was attached to the agenda for the Committee's information, concerning traffic conditions on Dundas Street in the Erindale Village area. The Committee considered Mr. Taylor's report and made the following recommendation which was adopted by Council on August 13, 1979:-

a) That in the interest of facilitating pedestrian crossings of Dundas Street at Robinson Street, a centre island be constructed on Dundas Street complete with "KEEP RIGHT" signs and flashers.

b) That the necessary signs be erected to advise motorists that westbound left-turns at Robinson Street are prohibited and that the movement can be made at Proudfoot Street.

c) That the necessary signs be erected to advise motorists that eastbound left-turns at the Bank driveway are prohibited.

d) That the question of traffic signals at the intersection of Dundas Street and Robinson Street be referred to the 1980 Capital Budget discussions.

As Council has already dealt with this matter, the Committee recommended that this item be received.

File: 86-79 Recommendation #163 (Councillor F. Hooper)

13. Petition dated September 6, 1979 from Mr. A. Mrkonja, a resident on Dunbar Road, requesting that sidewalks be constructed on Dunbar Road and that the maximum speed limit be reduced to 30 km/h. This petition was referred to the Public Works Committee by Council at its meeting on September 10, 1979. A copy of the petition was forwarded to the Engineering Department on September 19, 1979 for their consideration.

The report from the Engineering Department on this item was not available for the Committee's consideration due to the shortage of lead time available. Consequently, consideration of this item was deferred until the next meeting of the Public Works Committee.

Files: 49-79
86-79
27-79

14. Petition dated July 23, 1979 from residents on Caven Street and Third Street, west of Cawthra Road, in Ward 1, requesting that Caven Street and Third Street be reconstructed. This petition was referred to the Public Works Committee by Council at its meeting on September 10, 1979. A copy of this petition was forwarded to the Engineering Department on September 19, 1979 for their consideration.

The report from the Engineering Department on this item was not available for the Committee's consideration due to the shortage of lead time available. Consequently, consideration of this item was deferred until the next meeting of the Public Works Committee.

Files: 49-79
24-79

15. Summary of Unfinished Business relating to the Public Works Committee as of September 19, 1979.

File: 139-79 Recommendation #164 (Councillor S. Mahoney)

RECOMMENDATIONS: As per Report No. 10-79

ADJOURNMENT: 3:45 p.m.

COMMITTEE CO-ORDINATOR

PUBLIC WORKS COMMITTEE

SEPTEMBER 21, 1979

REPORT NO. 10-79

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its tenth report and recommends:

153. (a) That a school zone with a maximum speed limit of 40 km/h be established on Meadows Boulevard in front of Ecole Rene-Lamoureux School, and that Traffic By-law #444-79, as amended, be so amended.

(b) That the question of a school crossing guard at this location be referred to the Traffic Safety Council for its consideration.

(39-153-79) 86-79

154. That the Peel Regional Police be requested to enforce existing truck prohibitions on Kirwin Avenue between 7:00 P.M. and 7:00 A.M. as often as is reasonably possible.

(38-154-79) 13-79
86-79

155. (a) That an all-way stop not be placed at the intersection of Indian Road and Tecumseh Park Drive as warrants are not met.

(b) That left turn storage lands be painted on Indian Road east and west of Tecumseh Park Drive.

(c) That 50 km/h speed limit signs be erected at appropriate intervals on Indian Road between Mississauga Road and South Sheridan Way.

(38-155-79) 49-79
86-79

156. (a) That a meeting with representatives of MacDonald Restaurants Limited not be held at this time to consider matters on Hurontario Street, south of the Queen Elizabeth Way.

(b) That the possibility of an alternative access from MacDonald Restaurant to the South Service Road be pursued at the time that the site plan is processed for the proposed office building immediately north of MacDonalds Restaurant.

(38-156-79) OZ-50-76

157. That the requirement in Schedule "B" of the Engineering Agreement dated July 27, 1979, between the developer, Phi International Limited, Registered Plan M-209, the Region of Peel and the City of Mississauga, which requires the developer to provide two 10-foot wide sewer easements on Block J, Registered Plan M-209, be deleted.

(38-157-79) M-209

158. That Hydro Mississauga be instructed to install a streetlight at Littlejohn Lane on the first hydro pole north of Dundas Street, and that the estimated cost of this installation be charged to City Account #08680-84 (Capital Streetlighting from current accounts).

(38-158-79) 27-79

159. (a) That the construction of a concrete sidewalk on the east side of Winston Churchill Boulevard from the Queen Elizabeth Way to Dundas Street, be approved in principle.

(b) That authorization be granted to the Region of Halton to include the construction of the concrete sidewalk in their Winston Churchill Boulevard construction programme.

(c) That the funds to accommodate the construction estimated at $30,000.00, be included in the 1980 Sidewalk Construction Programme.

(d) That the Clerk of the Region of Halton be informed of this recommendation.

(38-159-79) 52-79

160. (a) That stream improvements be carried out on the Cooksville creek from Mississauga Valley Boulevard to Lake Ontario to provide a minimum one hundred year flood protection to existing development at an estimated cost of$4,500,000.00 in 1979 dollars, excluding land acquisition.

(b) That the Credit Valley Conservation Authority and the Ministry of Natural Resources be requested to endorse the provision of a minimum one hundred year flood protection to existing development on the Cooksville Creek as contained in the Cooksville Creek Watershed Study report dated August 7, 1979.

(c) That the $250,000 00 contained in the 1979 Capital Budget for improvements to the Cooksville Creek be allocated to the twinning of the Atwater Avenue culvert in 1979.

(d) That the firm of M. M. Dillon Limited be retained to design and prepare the tender documents for the twinning of the Atwater Avenue culvert and related works in accordance with the current Association of Professional Engineers of Ontario rates.

(e) That the Credit Valley Conservation Authority and the Ministry of Natural Resources be requested to indicate the extent of their participation in the Cooksville Creek stream improvements works estimated at $4,500,000.00 as contained in the Cooksville Creek Watershed Study report and advise the City of Mississauga of what work they are prepared to include in the Five-Year Capital Budget.

(f) That application be made by the City Engineer to the Ministry of the Environment for a grant for stream improvement works on the Cooksville Creek in the estimated amount of $4,500,000.00 in order to determine what financial assistance, if any, would be available from the Ministry of the Environment - Community Services Grant.

(38-160-79) 33-79A
106-79

161. (a) That the Property Agent be authorized to commence negotiations to acquire the necessary lands with Mr. Robert Roberty, owner of the land through which the Hickory Drive extension must pass, and further that the Property Agent report back to the Public Works Committee in 90 days regarding the progress of the negotiations.

(b) That Rosnor Developments Limited, T-24597 and OZ-88-73, not be permitted to service their lands until the lands immediately adjacent thereto have been registered and the services have been installed.

(38-161-79) T-24597
OZ-88-73

162. That "No Parking Anytime" signs be erected on the east side of Stavebank Road between Park Street and the C.N.R. level crossing.

(39-162-79) 86-79

163. That the letter dated August 30, 1979, from Mr. Peter Ward, a resident at 1454 Adamson Street in Erindale Village, regarding a proposal to install an island on Dundas Street at the intersection of Robinson Street and Dundas Street, be received.

(38-163-79) 86-79

164. That the Summary of Unfinished Business relating to the Public Works Committee as of September 19, 1979, be received.

(38-164-79)